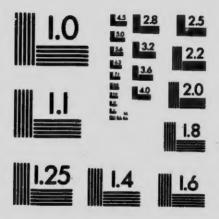


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VIAGARA VIR SEAV

NIAGANA FALLS

CAPES TRINITY & ETERNITY, 1800 FEET HIGH

CANADA STEAMSHIP LINES LIMITED

R. & O. DIV. SIGHT SEEING TRIPS AMONG THE 1000 ISLANDS

The Fifty Mile Ramble

The most picturesque fifty mile water trip in the world— Twice daily. Fare Fifty Cents.

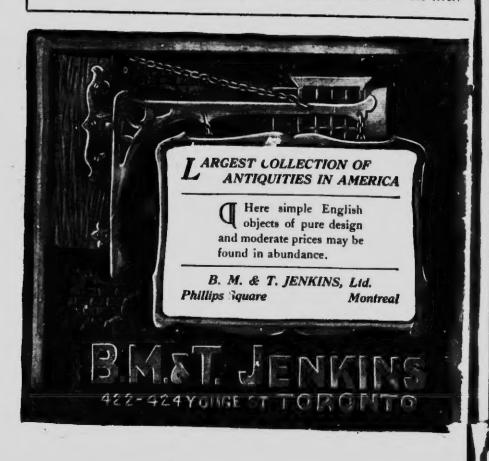
The Searchlight Trip

Forty miles of Island scenery by searchlight, every evening. Fare Fifty Cents.

Tour of the Islands

The graceful yacht "Ramona," twice daily, running close to all points of interest, and through intricate and beautiful channels. Fare Seventy-Five Cents.

¶ All St. Lawrence tourists should plan to stop over at the Thousand Islands to fully enjoy the matchless scenery seen on the side trips among the islands, sailing close to the beautiful summer homes in the American Channel, and through the wild natural scenery in the Canadian Channel of the river.





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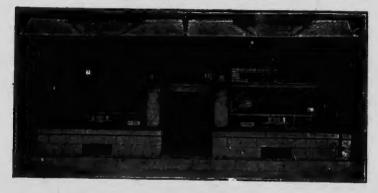
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When You Land in Montreal

just tell your cabman "KASTELS" and he will drive you here.



You will find it an ideal spot as your headquarters for the day.

The restaurant and hotel are situated right in the heart of the best part of the city—in the centre of the shopping district—and convenient to all points.

There are writing and reading rooms, a check room for light baggage, and a bureau of information, affording every comfort and convenience for temporary guests.

Ladies will find it a most delightful place for afternoon tea.

THE BEST PEOPLE IN MONTREAL GO TO

KASTELS HOTEL AND RESTAURANT ST. CATHERINE ST. WEST

"On the Wrong Side of the Street"

Canadian Pacific Railway Co's Hotel System



Place Viger Hotel

Place Viger Hotel

MONTREAL

Near to all Steamships and Boats Porters meet all Boats and Trains

RATES: \$4.00 per day and upwards American plan only

Chateau Frontenac

QUEBEC

Open Summer and Winter

Quebec, now famous the world over as a quaint and historical summer resort, is also a most fascinating, invigorating and healthful WINTER RE-



Château Frontenac

SORT. During the months of December, January and February are held tournaments in skating, snowshoeing, ski-ing, hockey RATES: matches and many other northern winter sports.

\$5.00 per day and upwards

American Plan

THE CHATEAU FRONTENAC, one of the world's most charming hotels, occupies an unrivalled site, overlooking the great St. Lawrence River.

GRAND TRUNK HOTELS



The Chateau Laurier

Situated in the heart of the Capital of Canada, is one of the finest hotels on the Continent. Accommodation, three hundred and fifty rooms. Rates, \$2.00 and upwards. European plan.

A. T. FOLGER, Resident Manager.

The Fort Garry WINNIPEG, MAN.

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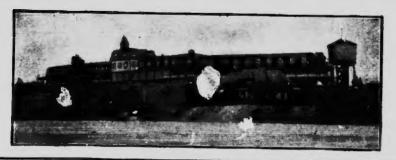
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Located in Winnipeg on the same site as old "Fort Garry," of Indian days. Centrally located. Three hundred rooms. The latest in hotel construction. European plan.

CHAS. L. DE ROUVILLE, Resident Manager.



The Highland Inn Beautifully situated in Algonquin Provincial Park, 2,000 feet above sea level. Excellent canoeing. Finest fishing. Rates \$2.50 to \$3.00 per day; \$16.00 to \$18.00 per week. G. W. HAWORTH, Resident Manager.



HOTELS UNDER CONSTRUCTION

THE MACDONALD Edmenton, Alberta

THE QU'APPELLE Regina, Saskatchewan

THE PRINCE RUPERT
Prince Rupert, British Columbia

F. W. BERGMAN, Manager of Hotels, WINNIPEG, MAN.

CUSTOMS REGULATIONS COVERING THE PERSONAL EFFECTS OF TRAVELERS

FOR THE INFORMATION OF TRAVELERS TO AND FROM CANADA

Travelers to and from Canada having ordinary personal baggage will find the customs regulations easily complied with. A special provision is made in the case of sealskin garments. A garment made in whole or in part of sealskin taken from the United States may be re-entered free of duty provided the garment is presented by the owner for inspection to the United States Customs Col'ctor at the port of departure from the United States for Canada. The Collector will register the garment and issue a certificate of ownership therefor which certificate must be presented to the United States Customs Collector at the port of entry on returning to the United States. Sealskin garments not registeerd are subject to confiscation on being brought back to the United States.

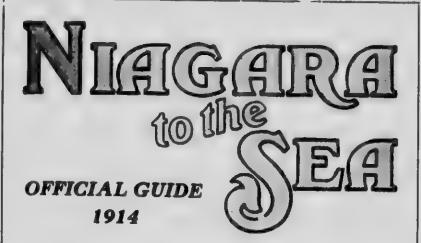
Residents of the United States may take into Canada their wearing apparel and other personal effects and upon return to the United States are entitled to have the same admitted free of duty. They are also entitled to have admitted free of duty, if they have been in Canada for several days, articles to the value of \$100.00 purchased or otherwise acquired in Canada, in the nature of wearing apparel, articles of personal adornment, toilet articles and similar personal effects, which are necessary and appropriate for the purpose of owner's journey and not intended for other persons or for sale.

Recent customs regulations provide that the importation of aigrettes (Egret Plumes) or so-called osprey plumes, and the feathers, quills, heads, wings, tails, skins, or parts of skins of wild birds, either raw or manufactured, and not for scientific or educational purposes, is hereby prohibited; but this provision shall not apply to the feathers or plumes of ostriches, or to feathers or plumes of domestic fowls of any kind.

Attention is directed to the fact that the prohibited articles can not be brought into the U.S. even though they may have been part of the passenger's wearing apparel when leaving the States.

Travelers from Canada temporarily visiting the United States and wishing to take with them into the United States for personal use, garments made in whole or in part of sealskin, are required to make an affidavit before a United States Consul or Notary Public that their stay in the United States will be temporary and that within a specified number of days they will return to Canada with the fur-seal garment in their possession. Such affidavit to be presented to the United States Customs Collector at the port of entry to the United States.

Baggage may be examined at Toronto, Montreal and at R. & O. Wharf, Quebec, by American customs officials and checked through to destination in the United States, thus avoiding the inconvenience of examination at the port of entry on the frontier. Baggage from the United States destined to cities just named, will be carried through Canada in bond to destination, avoiding examination at Canadian frontier.



FLEET (. STEAMERS FOR TO MIST TRAFFIC

NIAGARA NAVICATION DIVISION

"CAYUGA"

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"CHIPPEWA" "COR /SA"

TORONTO-ROCHESTER-MON'TO GAL DIVISION

"KINGSTON," "TORONTO," "RAPIDS KING," "RAPIDS QUEEN" "RAPIDS PRINCE," "ROCHESTER," "SYRACUSE"

> MONTREAL—QUEBEC DIVISION "MONTREAL" "OURBEC"

SAGUENAY DIVISION BELOW OUEBEC

"SAGUENAY" "ST. IRENZE" "MURRAY BAY" "TADOUSAC"

QUEBEC—HARRINGTON HARBOR ROUTE Steamer "SARONIC"

QUEBEC-PICTOU-NEW YORK DIVISION and NEW YORK-BERMUDA-WEST INDIES DIVISION

"GUIANA" "BERMUDIAN" "PARIMA" "EORONA" "CASCAPEDIA" "TRINIDAD"

lesued by the Passenger Department of the CANADA STEAMSHIP LINES, LTD. GENERAL OFFICES

9 AND 11 VICTORIA SQUARE, MONTREAL

Canada Steamship Lines, Limited

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9 and 11 Victoria Square Montreal, Canada

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| H. W. COWAN . | Supt. Ope | eration Freight Steamers, Toronto |
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| L. A. W. DOHERTY, Freight Traffic Manager, | Toronto, Can. |
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| HUGH D. PATERSON, General Agent | Toronto, Can. |
| | . Chicago, Ill. |
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|---------------------------|------------|-----------------------|
| TADOUSAC HOTEL, Tadousac, | P. Q | . F. B. Bowen, Mgr. |



Niagara to the Sea

OWHERE in the world is there an all-water trip so picturesque, or one which embraces as great a variety of attractions for the summer tourist as does the popular trip from Niagara to the Sea. The trip in its entirety begins at the Falls of Niagara, and embraces a sail on magnificent modern steamers starting from Lewiston, N. Y., or Queenston, Ontario and sailing down the historic and beautiful Niagara River, showing Queenston Heights, Brock's Monument and Fort Missassauga on the Canadian shore and Fort Niagara on the American shore, at the mouth of the Niagara River, through the blue waters of Lake Ontario to Toronto, thence down to and through the famed Thousand Islands, shooting the Rapids, visiting Montreal and quaint, picturesque old Quebec, and onward down the salt waters of the mountainous and beautiful Lower St. Lawrence to Murray Bay and Tadousac; thence up through the very heart of the Laurentain Mountains to Chicoutimi, located at the head of navigation on the Saguenay River, which flows from Chicoutimi to Tadousac through the grandest and most scenic navigable mountain gorge in the world.

From Montreal and Quebec, the Canada Steamship Lines, Limited, offer a grand salt water trip down the majestic St. Lawrence River and Gulf to Pictou, Nova Scotia, and also several cruises during the summer season from Quebec to



Great Gorge Route Car passing through Riagara Gorge (To connect with Steamer at Lewiston)

New York. This service is performed by the Quebec Steamship Division. which also performs service from New York to Bermuda and the West Indies.

The Majestic St. Lawrence River flowing north, connects

the world's greatest chain of lakes with the Atlantic Ocean. In purity and clearness its waters surpass those of any river in the world, and its historic environment is a source of intense interest to all travelers, particularly to the soldier, statesman or student.

The climatic conditions of this favored region are, in summer, as near perfection as possible; the days of sunshine are clear and bright, and are crowned with most beautiful sunsets; the nights are cool and sleep-inducing; and the great body of water, combined with woodland and mountain breezes, cool and purify the air to such a degree that it has a subtle charm for those in search of health, rest and recreation.

The City Ticket Office and Information Bureau of the R. & O. division of The Canada Steamship Lines is located at

No. 18 Swan St. E., Buffalo.

From Buffalo, the New York Central Lines operate a splendid train service to Lewiston, N. Y., via Niagara Falls, and the Michigan Central R. R., performs service from Buffalo to Niagara-on-the-Lake via Niagara Falls.

"Before me the great cataract of America is thundering, smoking, glittering with green and white rollers, hurling the waters of a whole continent in splendor and speed over the sharp ledges of the long brown rock by which Lake Erie 'the



Steamer "Cayaga" at Lewiston, N. Y.

Broad' steps proudly down to Ontario'the Beautiful,' "—Sir Edwin Arnold.

At Niagara Falls, N. Y., the city ticket office of the company is located at No. 19 Falls Street. Apply here for all information and tickets.

One of Nature's greatest creations, whose shrine commands the homage of wonderworshipers from

every known land, the Falls of Niagara are a singularly fit starting-point for those who purpose making the most scenic and most interesting water trip in the world; and they are more accessible than any other point of attraction in America, because many great trunk railway lines have made Buffalo and the Falls objective points in their endeavor to secure a portion of the ever-increasing stream of summer tourist travel bound for the lordly St. Lawrence River and the beauty spots of Canada. Tickets and information may be obtained at principal Railway, Lake and Steamship Ticket Offices.

Among the points of interest at Niagara Falls may be mentioned the beautiful parks on both sides of the river. Goat Island, the Whirlpool, the Cave of the Winds, and the "Home of Shredded Wheat," visited annually by over 100,000 tourists from every clime.

Niagara Falls is well equipped with hotels, the latest addition to their number being the magnificent new Clifton Hotel on the Canadian side, facing the Gorge and Falls.

All visitors to Niagara Falls should take the famous trip to the falls on the excursion steamer, "Maid of the Mist."

The International Hotel on the American side has just been rebuilt and newly furnished throughout. It is under new management and is modern and first class in every particular.

The region of the Falls, above and below, presents a series of delightful pictures. One of the most picturesque spots lies



Fort Niagara at the mouth of Niagara River

between the Whirlpool and Queenstown. The Niagara Gorge Railway affords an excellent opportunity of seeing the principal points of interest at a very moderate outlay.

This trip is one of the principal features of a visit to Niagara Falls, and should not be missed. Observation cars are run for seven miles through the beautiful Niagara Gorge, in full view

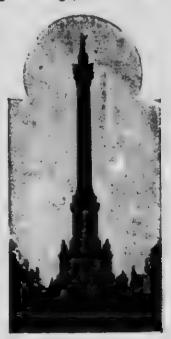
of the Rapids and Whirlpool.

Leaving Niagara, it is a short journey, either by rail or electric car to the historic village of Queenstown. The country here is particularly interesting. On an eminence is the Monument erected by Canada in honor of Sir Isaac Brock, who fell during an engagement with the American troops in 1812. On the opposite shore is the American village of Lewiston, reached by a suspension bridge.

The International Railway Company provides electric service along the Canadian side of Nugara Gorge from Queenston to Niagara Falls, passing Brock's Monument. whirlpool and lower rapids, Niagara Falls and Queen Victoria Park, On-

tario, and to Buffalo, N. Y.

The trip from Buffalo and Niagara Falls to Toronto should be made via the Niagara-Toronto Division (Canada Steamship Lines, Limited), as it



Brock's Monument Queenston Heights

is the most direct route and includes the scenic attractions of Niagara Gorge and River and a cool bracing sail of thirty miles across Lake Ontario. Through tickets may be purchased at all Ticket Offices.

The Niagara-Toronto service of the Canada Steamship Lines, Limited, connecting Buffalo, Niagara Falls and Toronto, consists of three large, fast steamers, making at the height of the tourist season, six round trips daily (Sundays included) between Toronto, Ont., and Lewiston, N. Y., via Lake Ontario and the Niagara River, calling at Niagara-on-the-Lake, Ont., and Queenston, Ont. The trip occupies about two hours and a half.



Toronto Harbor

Twelve miles below the Falls, opposite Fort Niagara, is Niagara-on-the-Lake, a popular summer resort, the surroundings of which are full of natural beauty and historic intermediated the Queen's Royal Hotel, under the same magement as the Queen's Hotel of Toronto. From Niagara-othe-Lake we may embark on one of the steamers of the company, which run from Queenston and Lewiston to Toronto, connecting with Richelieu & Ontario steamers for Thousand Islands, Montreal, Quebec and Saguenay River. Rail communication between Niagara Falls and Toronto is via Hamilton, Ontario, via the Grand Trunk Railway System or New York Central Lines.

Connection with the Richelieu & Ontario steamers (Canada Steamship Lines) for Montreal, Quebec, the Lower St. Lawrence and Saguenay Rivers can also be made via New York Central Railroad from Buffalo or Niagara Falls to

Charlotte—lake port of Rochester, N. Y.—but this route does not allow the passengers to leave the steamer or stop over at the Thousand Islands (ports of Clayton, N. Y., or Alexandria Bay, N. Y.), unless passengers board steamer "Rochester" at Charlotte.

Charlotte is situated at the mouth of the Genesee River, and is the lake port of all the tourist business converging in the city of Rochester.

Steamer leaves
Bastbound 10:00 p.m.

Just below Charlotte is Ontario Beach, and in proximity Lake Bluff, Windsor

Beach, Sea Breeze, Irondequoit Bay, etc.

The "Rochester" is a new twin screw steamer, built expressly for passenger service on the Toronto-Rochester-Thousand Island Line, by the Detroit Shipbuilding Company, under instructions to spare no expense in the construction and equipment of the steamer, and to utilize every known appliance which has proven of value for the safety and comfort of passengers. The "Rochester" has accommodation for about 400 passengers. Every stateroom is an outside room and has running water and many of them are connected with private bathrooms. The large observation dining room is located on the main deck and the service is of a high order of excellence. The steamer is luxuriously furnished and is one of the finest of her type in commission on fresh water for tourist travel.

The new American Shore Line from Rochester to the Thousand Islands, calling at Clayton and Alexandria Bay, N. Y., and Ogdensburg, with through connection at Ogdens-

Rochester— Thousand Islands Line

burg, N. Y., with steamer for Montreal, Quebec and the Lower St. Lawrence and Saguenay Rivers. Rochester (Port of Charlotte) is only a short ride by rail or trolley from Buffalo

or Niagara Falls. The beautiful new steamer "Rochester" will be placed in commission on this route from June 20th, leaving Charlotte on Tuesdays, Thursdays and Saturdays, until August 20th.

The Richelieu and Ontario Division has a Ticket Office and Bureau of Information at 32 Main Street West, Rochester,

N. Y.

Rochester has a population of over two hundred thousand. Its area is eleven thousand and ninty Rochester, N. Y. acres, with eleven hundred acres of parks. It is the first city in the world in the output of seeds and nursery stock and optical supplies, and claims the largest preserving establishment in the world.



Oxford Street, Rochester, N. Y. Magnelia Trees

It is called the "Flower City," from the numerous nurseries situated there, which are gorgeous sights when in bloom. The Falls of the Genesee River are among the natural attractions and supply the city with a grand water power. Rochester is an important railroad center; the trains of the New York Central; Lehigh, Valley; Buffalo, Rochester and Pittsburgh; New York, Lake Erie & Western; and Pennsylvania Railroads all connect with the Richelieu and Ontario steamers this point via Charlotte.

We now resume our description of the route from Toronto. Toronto, the Queen City, is beautifully situated on the north shore of Lake Ontario, and is one of the largest and most prosperous cities of the Dominion. Its name is derived from the Indian Dron-do, meaning "place of meeting." It has a population of four hundred and twenty-five thousand. Its beautiful scenery, its picturesque parks, its hand-



Lower Genesee Pails, Rochester, N. Y.

some public buildings, its beautiful churches, colleges and residences make it very attractive to the visitor. Its situation on

Toronto

Steamer leaves
Eastbound 2:00 p.m.
also 6:00 p.m., June
20th to August 29th.

the lake, in the heart of the temperate zone, admirably adapts Toronto for a summer resort. It has a mild and equable climate, which renders the summer days cool and pleasant.

On the present site of Toronto, in 1749, the French estabilshed a trading post called Fort Rouille. Not long after the country passed into the hands of the British, and little was

heard of Fort Rouille until 1792 when Lieutenant-Governor Simcoe chose it for the permanent seat of the government, and gave it the name of York.

In 1834 the city was incorporated under the name of Toronto, and in 1867, by the federation of the provinces, Toronto became the capital of the Province of Ontario. It covers about 28 square miles, and has twelve thousand acres of public parks and gardens.

The city rises gradually from the water's edge to an elevation of over 100 feet above the level of the lake. The streets are



City Hall, Toronto

broad, well paved and most of them have boulevards of well-kept lawn and shade trees, the drives through the long, forested avenues affording delightful glimpses of shrubbery and flowers.

Starting from the foot of Yonge Street, northward from the bay, many fine buildings, fairly typical of the city's wealth and enterprise, are seen. The City Ticket Office of the Richelieu & Ontario division of the Canada Steamship Lines, Limited, is located on the corner of Yonge and Wellington Streets (apply here for all information regarding your trip). From this point radiate the wholesale business streets. At the intersection with King Street, the commercial hub of the city is reached. Yonge Street divides the city into two grand divi-



Leading a Pickerel at Thousand Islands

sions, and is the great thoroughfare to the north, extending thirty miles to Holland River.

One of Toronto's notable buildings is the Temple, at the corner of Richmond and Bay Streets, erected by the Independent Order of Foresters. Nearby is the City Hall and Court House, one of the finest municipal buildings in Canada.

The Exhibition buildings are situated on the Garrison Reserve, at the west end of the city, overlooking Lake Ontario, and are easily reached. They attract large numbers of visitors, especially during the Canadian National Annual Exhibition August 29th to September 12th. High Park, with beautiful trees and shrubbery, almost borders on the Humber river, and is a delightful resort. Rosedale, on the northeast, is adorned



Provincial Legislative Buildings, Toronto

with fine residences, while Queen's Park, the Allan Gardens and other charming breathing places are found in the heart of the city.

The picturesque and romantic Rosedale ravine is one of nature's beauty spots and it is a point of interest much visited by tourists.

At Woodbine Park is held the annual meet of the Ontario Jockey Club for the King's Plate. This event is the Derby of Canada, and is one of the oldest racing features in America, having been run continuously since 1860. It is the greatest racing event held in Canada, and is not surpassed by any in the United States.

St. James Cathedral, on King Street East, said to have the highest spire on the continent, is a magnificent specimen of English Gothic architecture, and it is only one of a large number of stately and imposing edifices; amongst others may be mentioned St. Michael's Cathedral, the Metropolitan Methodist Church, Jarvis Street Baptist Church, Congregational Church, on Bond and Wilton Aven 2, St. Andrew's and Knox Presbyterian Churches.

The Provincial Parliament building, at the southern end of Queen's Park, is a stately structure. It has a frontage of four hundred and thirty-five feet, with a depth of two hundred and sixty. In the western part of the park, is Toronto University, the pride of the city. The style is Norman, the proportions being noble and the harmony of the whole exquisite. The University was founded in 1827. Its faculties include those of Arts, Science, Law, Theology and Medicine, and it is in federation with the University College and Victoria University. Hear the University is the Armories.

While in this vicinity Osgoode Hall, where the highest courts of the Province are held, claims attention. The exterior is interesting, but its beauty is eclipsed by the richness of the interior.

Another notable building is the University of Trinity College on Queen Street, founded in 1852. Victoria University, much smaller but architecturally a gem, and McMaster University are nearby.

Toronto possesses excellent hotels, the latest addition being the magnificent King Edward Hotel. In its construction and equipment every known improvement has been utilized, and it justly claims a leading position in the front rank of modern first-class hotels. It is absolutely fire-proof, is luxuriously furnished, and is as near perfect as the most advanced ideas can make it. The King Edward is centrally located on King Street, east of Yonge.

The Queen's—one of the most comfortable hotels on the continent, possessing every modern convenience—has always been famous for its homelike comforts, and is in every way desirable as a family hotel. It is pleasantly situated on Front Street, overlooking Toronto Bay and Lake Onta io. It is not far from either dock or station, yet it is quiet, and is a remarkably cool hotel in summer.

The Walker House, corner of Front and York Streets, is one of the best known and most popular of Toronto's hotels. It is well known as a first class tourist and family hotel, and is located within five minutes walk of the Union Station and

lake steamer wharves. The Carls-Rite, under the same capable management, is also located on Front Street, only one block west of the Walker House.

The Prince George is one of the best known and most popular hotels in the city. It is centrally located on the corner of King and York Streets. It enjoys an enviable reputation, and has recently been completely refurnished and improved in all departments.

The Iroquois is located on the opposite corner. It is under able management, and is popular with the large clientele who favor it with their patronage.



Photo by W. I. Serrell One of the R. & O. Divinion Flact

The Arlington, a short distance west on King Street, is managed with a view of furnishing excellent service at moderate rates.

There are numerous other hotels and private boarding-houses. There is a good street-car service, by which every part of the city can be reached.

This beautiful and refreshing body of water is one hundred and ninety miles in length and fifty miles in width. Its waters are as clear and pure as a mountain spring. Its height above sea level is two hundred and forty-seven feet, and it is six hundred feet deep. It is remarkably free from storms, and is in high favor with all pleasure seekers who enjoy a delightful water trip.

The magnificent steamers "Toronto" and "Kingston" commence their regular trips on the Toronto-Thousand-Islands-Montreal route on June 1st. (For complete service see schedule on pages og to 105). These splen-

Steamers "Toronto" and "Kingston"

on pages 99 to 105). These splendid boats have spacious and elegant passenger accommodation, including parlor-rooms with bath-

rooms connecting, and each has sleeping capacity for over four hundred passengers. The interior finish and decorations of the "Toronto" and the spacious halls and deck saloons are most elaborate, the main and gallery saloons being finished in Francis I. Renaissance.

The entrance hall, on the main deck, is decorated in Neo-Grec, with modern Renaissance uetails. The main staircases are in Honduras mahogany. The steamer's length over all is two hundred and seventy-eight feet; width, sixty-two feet; depth, fourteen feet. The engines are of the triple expansion class. The average time-table speed is seventeen miles an hour, with a capacity for twenty miles when required.

The steamer "Kingston" will leave Toronto on alternate days with the "Toronto." The "Kingston" is a sister-ship to the "Toronto." They are specially constructed for high-class tourist travel and in elaborate decoration and equipment for the safety and comfort of presengers, they are unsurpassed. The dining-room on both steamers is on the main deck, and in addition to the regular dining rooms, there is a modern buffet at which will be found seasonable edibles.

Commencing June 20th until August 20th, there will be a double service from Toronto, daily except Sundays. Steamer leaving at 2:00 P. M., will cross the lake to Charlotte, N. Y., thence onward as per schedule, and the steamer leaving Toronto at 6:00 P. M., will sail direct down the Canadian shore to Kingston, thence as per schedule.

Steamer will leave Toronto on Sundays from July 1st to September 7th, at 2:00 P. M.

The first port of call after leaving Toronto is Charlotte, N. Y., seven miles north of the city of Rochester, which is reached by the New York Central Railroad, and connection is made for New York and points east and Buffalo and points west.



Steamer 'Toronto" leaving Kingston at early morn

Steamer leaves Easthound 6:00 a. m. After August 17th At 5:30 a. m. Westbound. ule pages 100-105

Kingston is the Sandhurst or West Point of Canada, with Kingston, Ont. its Military College, its massive grey stone June 2d to Aug. 17th forts, its Martello towers and imposing public buildings. It is beautifully situated at the foot of Lake Ontario, at the head of the schod- River St. Lawrence. A settlement was begun by the French, under Gouverneur de Courcelles in 1672, with the name of Cataraqui, for the purpose

of protecting the fur traders from the murderous depredations of the Indians. His successor, Count de Frontenac, built a massive stone fort, giving it his own name, which still attaches to the county. The fort was alternately seized and occupied by the French and English until it was destroyed by the latter, under Colonel Bradstreet, in 1758. It was rebuilt under the name of Fort Henry, which it still retains.

It is also a great educational center-Queen's University, Royal Medical College, and the Royal Military College have a continental repute.

Passengers should arrange to be called on reaching Kingston as the scenery in the immediate vicinity should not be missed.



In the Harbor at Kingston, Ontario

Breakfast is served shortly after leaving, and the Thousand Island scenery proper can then be enjoyed without interruption.

The steamer leaves Kingston at 6:00 A. M., until June 21st, and thereafter at 5:30 A. M., and passengers arriving in sleeping cars by the Grand Trunk from the west connect with the steamer.

We launch out in the early morn upon the silent bosom of the majestic St. Lawrence, named by Jacques Cartier in honor of Saint Lawrence whom he revered as his patron saint.



Photo by W. I. Serrell
Copyrighted New York Central Terminal, Clayton, N. Y.

Thousand Islands

Behind us lies Kingston, with its domes and pinnacles. Across the river is Garden Island, and City View Park, on Wolf Island, with its undulating groves. Before

us lies the entry to the sinuous channels of the famous archipelago of the Thousand Islands.



A spin among the Islands

This indescribably beautiful region, which lies at the foot of Lake Ontario and forms a crown for the majestic St. Lawrence, is justly famed as one of the most attractive of the world's summer play grounds.

"Where emerald waters take their way Through winding channel, cove and bay, With broad abandon wide and free From Lake Ontario to the sea. Beneath the blue, adorning sky A thousand isles in beauty lie."

These islands commence near Kingston, where the waters of Lake Ontario issue into the broad channel of the St. Lawrence, and extend down to Brockville, a distance of some fifty miles. They number about seventeen hundred, varying in size, shape and appearance, from a small rock to the large fertile area of land, crowned with richest foliage and lofty trees, and many of them are ornamented by summer residences, varying in style of architecture from the modest cottage of the camper to the magnificent castle of the millionaire; others remain in the simplicity of natural beauty. As we wind in and out amid these charming islands, the rapidly changing pictures almost bewilder us. The beauty and romantic scenery of these islands,

the advantages for boating fishing and camping, and the purity of atmosphere, contribute toward making this region the most

unique of Canada's pleasure grounds.

The islands were the scene of thrilling and romantic adventures during the days of the rebellion. The burning of the "Sir Robert Peel" occurred here in 1838 by a band of outlaws headed by "Bill" Johnson, a kind of a political Robin Hood, who had conceived the idea of conferring on Canada the boon of freedom. The story of his devoted and daring daughter



Rocky Point Light House

"Kate," who rowed him from hiding place to hiding place, and kept him supplied with food, gives a touch of the charm of

legend and adventure to this region.

The passage through the islands occupies several hours. The steamer courses between Howe and Wolf Islands, past Grindstone Island, stopping first at Clayton (New York), on the American mainland, a favorite summer resort, renowned for the splendid fishing in the vicinity, where black bass, pickerel

Clayton, N. Y.

See Schedules pages 99-105
Also page 126.

and maskinonge abound. All lines of steamers stop at Clayton, which is connected with Niagara Falls, Albany, New York and Utica by the New York Central

Railroad. The trip from New York to Clayton can be made in about ten hours, without changing, and from Utica in three hours.

Commencing August 17th, steamers leave Clayton and points east, 30 minutes earlier than time shown in folders and time tables.

Change of time

Eastbound

the very heart of the archipelago, the steamer passes
Thousand Island Park, on Wellesley Island, an extensive summer resort, laid out in small parks and avenues and occupied by five to six hundred beautiful cottages. Originally



Jewell Island

established as a denominational park, it is now conducted by business men as an undenominational resort, where the best

Thousand Island Park speakers of all denominations are heard. There is excellent hotel accommodation and a great num-

ber of boarding houses, also cottages which may be rented for the season at reasonable prices.

Boating, fishing, driving or horseback riding facilities are unsurpassed. Concerts and other entertainments fill up the evenings.

The beautiful avenue along its water-front gives far-reaching views of the flowing river upon one hand, and leafy vistas along the side avenues which lead into the heart of the park domain. Passengers for Thousand Island Park are transferred to local steamers at Clayton, or Alexandria Bay.

A mile below Thousand Island Park is Fine View, and a mile further on is Peel Dock, at which the steamer "Sir Robert Peel"



View of Wharf, Thousand Island Park

was burned during the border troubles of 1838 by "Bill" Johnson, "the Pirate of the Thousand Islands."

A short distance below in a beautiful grove on the south shore is located St. Lawrence Park, an attractive and picturesque resort, where a number of handsome cottages and an attractive hotel have been erected.

The characteristic island scenery from Clayton to Alexandria Bay is amongst the most beautiful of the trip. Hundreds of islands lie across the course of the steamer, tortuous and zigzag, all differing in size, coast, coloring, and forming an



New "Island Wanderer" en "Fifty-Mile Rambie" Trip

intricacy of channels amid which only an experienced pilot can guide the steamer. Now we are entering a narrow pass between banks covered with moss and trailing creepers, then



Yacht "Ramona" on famous "Club Ramble" Trip

we sail into a lake-like expansion. then again among winding courses, through clustering islands and around rocky points. We are here in the home of pleasure boats, of

which hundreds are seen dotting the surface of the water. These craft are of every description, from the skiff and cat-boat up to the most elaborate electric or steam yachts in the world.

From all of the resorts among the islands charming excursions may be made by day and by searchlight at night, on well-appointed local excursion boats, operated by the company in the interest of visitors to the islands.



Belle Isle

The grand illumination of the islands takes place on Wednesday and Saturday evenings, when the entire region is transformed into a veritable fairland which must be seen to be appreciated.

The "Island Ramble" and Searchlight Excursions are world famed as the most beautiful of all short water trips. The time consumed the o n complete "Tour of the IIslands" is



Hopewell Hail

about four hours. All tourist tickets reading via the Canada Steamship Lines, Limited, through Charlotte, N. Y., or Toronto, Ont., allow stopover at the Thousand Islands and passengers should take advantage of this opportunity to fully enjoy the beauty and charm of this scenic wenderland.

On account of the great scenic attractions of this region the majority of transportation companies have decided to include in tickets reading from Buffalo or Niagara Falls to Montreal, either via Charlotte (Port of Rochester, N. Y.) or Toronto, Ontario, a coupon which entitles passengers to a complimentary side trip among the Islands. All who plan their trip to stop over at the Thousand Islands will remember with pleasure and satisfaction the time so spent.

We now emerge from the labyrinth into Alexandria Bay, the "Saratoga of the St. Lawrence." It is one of the most



View near St. Lawrence

popular as well as one of the most fashionable watering places in America. Thousands of people from all parts of

Alexandria Bay, N. Y.

Bay, N. Y.
Por schedules
See pages 100-105.
Also page 118.

the world visit it annually, attracted thither by the fame of its natural beauty, wholesome atmosphere, pleasant society and excellent fishing. The adjacent islands are dotted with cottages in all sorts of pictur-

esque surroundings, some showing from among the trees perched on rocky bluffs, others snugly perched on low-lying islands or nestling in beautiful coves along the mainland.

At Alexandria Bay is located the Thousand Island House, owned and occupied by Colonel O. G. Staples, of Washington. This house is one of the best and most favorably known in Northern New York. It was designed for the comfort of its guests, the rooms being exceptionally large and airy. On three

sides of the house are broad verandas, while from the tower one may count over a hundred islands, and see for miles up and down the St. Lawrence. The illumination of this building is one



Oswegatchie Point

of the most attractive features of the islands.

The Crossmon House is another well-known hotel at Alexandria Bay, being under the management of the owner, Mr. C. W. Crossmon.

It occupies an excellent location, a short distance from the wharf, in view of many beautiful summer homes, and has been under the management of one family for nearly half a century.

The New Marsden House has been recently rebuilt and newly furnished at great cost, and is homelike and comfortable; its modest rates combined with liberal management, have made this house a favorite with tourists. An annex containing twenty-five new rooms with bathrooms connecting has been added this season.

Opposite Alexandria Bay, on Wellesley Island, is Westminster Park. The portion of the island included in the park grounds consists of two hundred acres, rising about forty feet above the water. From the summit the whole group of the Thousand Islands, extending along the river for a distance of twenty miles, are brought into full view. The Westminster Hotel ferry connects with all steamers arriving at and departing from Alexandria Bay.

The Hotel Westminster is situated in the most beautiful and romantic part of Westminster Park, near the best fishing

grounds on the river.

It is under the management of H. Fred Inglehart, whose name is a guarantee of good management in all departments.

The Edgewood Park Hotel, charmingly situated near Alex-

andria Bay, is reached by connecting ferry.

Leaving Alexandria Bay, the steamer runs past Summerland, Idlewild and Grenadier Islands, and passes within a stone's throw of Dark Island, which, rising boldly out of the waters and crowned with a magnificent summer home, is well fitted for its position as sentinel of Manatoana—the garden of the Great Spirit—as the Indians named the Thousand Islands.



A Vista from Alexandria Bay, N. Y.

Directly opposite Dark Island is Chippewa Bay, where during the war of 1812 the British paymaster's ship "Ensign" was

scuttled and sunk with ninety souls.

This town, named after General Brock, the hero of Queenstown Heights, 1812, is built on an elevation which ascends by successive ridges from the St. Lawrence. It is on

Brockville, Ont.

Time schedules on pages og-105. the main line of the Grand Trunk Railway and a branch of the Canadian Pacific Railway runs to Ottawa. It is also the starting point of the Brockville, Westport

& Northwestern Railway, for the Rideau Lakes, and has connection by ferry with Morristown, N. Y., a terminal of the

New York Central Railway.

Prescott, named after General Prescott, a town of some four thousand inhabitants, is the next port of call. Among its places of interest are Fort Wellington, named after the Iron Duke, the tomb of Barbara Heck, one of the founders of Methodism in America, and the famous Windmill, with its

Prescott, Ont. Steamer leaves Eastbound, 10:25 a.m. Westbound, 11:55 a.m. Also see pages 99-105.

narrow loopholes peeping from its side. This old Windmill figured in the insurrection of 1838 as the stronghold of the "Patriots," under Van Schultze. They were forced to surrender after several days' defence, and Van



Excursion Steamer "Thousand Islander" Capacity—one thousand people



View at Wettenmeter Purk

Schultze with nine others were executed at Fort Henry. The

Government has since converted the Windmill into a lighthouse, which is passed after leaving Prescott.

Located on the south shore is the city of Ogdensburg, N. Y., which was captured by the British and Canadian soldiers on Feb-

Ogdensburg, N. Y.

See Schedule, Pages 99-105, also 142, 143, near map.

ruary 22nd, 1813, in retaliation for an attack made on Brockville by the Americans on February 6, 1813. It has a population of 18,000, and is a rapidly growing manufacturing center, with a grand water power. It is the largest city on the south shore of the river and is a terminus of the New York Central Lines and of the R. & O. Rochester-Thousand Islands



Lighthouse (old windmill) Prescott, Oat

Montreal Line. Many 'ourists from New York and New England points come via the Ogdensburg gateway to the St. Lawrence, thence by Steamer to the Thousand Island points; Rochester, Toronto and Niagara Falls. Its beautiful situation on the river makes it an attractive summer resort city. Here is where the Oswegatchie Rive. joins the St. Lawrence.

At Prescott, passengers change from the lake steamers, which are too large to run the Rapids, to river steamers with

All through Passengers Transfer at Prescott, Ont. commodious observation decks, and passengers from Montreal transfer to lake steamers; passengers from and for steamer "Rochester" transfer at Ogdensburg, N. Y.

Three magnificent new observation steamers are in commission on the Prescott-Montreal division of the company's system. These steamers, the "Rapids King," "Rapids Queen" and "Rapids Prince" were specially constructed for the purpose of running the rapids of the St. Lawrence. They are equipped with machinery of the most modern type and possess every known appliance for the safety and comfort of passengers.



A Summer Home in Canadian Channel, Thousand Islands

The large observation dining room on each steamer is located on the main deck aft, and in addition to the dining room there is a buffet where light luncheon is served. Above the main deck is the promenade deck, with a number of well furnished staterooms and a beautifully furnished saloon, arranged in such a manner as to allow ample forward deck space.

The grand observation deck is above the promenade deck. This deck is completely shaded and has seating capacity for several hundred passengers in the open air, and also a large glass inclosed saloon for those who prefer its protection in case of wind or rain. The "Rapids Prince" is the latest addition to the rapids division fleet.

The trip westbound from Montreal to Prescott is partly by river and partly by canal. The trip via the canals gives a magnificent bird's-eye view of the river and rapids on the left, and on the right is a beautiful landscape dotted with villages and well-tilled farms, and the canals, with their massive stone locks—operated and lighted by electricity—are a source of great interest. While in the Soulanges Canal, the steamer is raised eighty-five feet, and in one lock the lift is thirty-three feet.

The trip up the St. Lawrence consumes but little more time than it does going down with the current, and, while not so exciting, it is fully as interesting and enjoyable.



Steamer "Rochester" at Dock, Ogdensburg, N. Y.

Resuming our description of the eastbound trip. The steamer now bears to the right disclosing the imposing group of buildings of the Point Airy New York State Insane Asylum, and about three miles east is Chimney Island, at one time fortified by the French. As Prescott fades in the distance, we pass through the first of the troubled waters of the St. Lawrence, the Galoups, and pass the picturesque villages of Cardinal and Iroquois. One and a half miles below Iroquois is the narrowest point in the river-width e'even hundred and forty feet—and on the right is Cedar Point. To the successful fortification of the point by the Americans in 1812-1813 the Rideau canal, between Kingston and Ottawa, owes its existence. Morrisburg, Ont., is soon in view, and five miles below on the Canadian mainland, is a gray stone monument which commemorates the battle of Cryslers Farm, fought Nov. 18th, 1813, resulting in the defeat of the Americans under General Wilkinson by the Canadian militia under Colonel Morrison. Between Iroquois and Morrisburg the Rapids du Plat swirl their waters among a group of wooded islands. Opposite Morrisburg is Dry Island, and a mile below is Gooseneck Island. After shooting the du Plat the steamer glides with increasing motion past a picturesque point named Woodland, and in among bolder shores, on the north side of Croyles Island, into sight of the Long Sault, with its snow-crested bil-



Old Towers on the Grounds of the Montreel College



A View of Montreal Harbor

lows of raging rapids. This, the greatest of the remarkable rapids of the St. Lawrence extends about nine miles down

Long Sault Rapids stream to Cornwall, and is divided into main channels by beautifully wooded

islands. The "shooting of rapids," as the descent by boat is called, is a most exciting experience. Before us is a seething mass of churning waters, rushing with headlong speed down a declivity which stretches ahead, apparently without termination. With her steam almost shut off, the steamer dashes among the waves that seem to advance up the hill to meet her, and is carried along by sheer force of the current, at a speed of twenty miles an hour. As we approach the foot of these rapids the steamer rapidly passes on the left the head of Sheiks Island in Canadian waters, and a few yards further on is Barnharts Island in American waters, and for the next seven miles both sides of the river belong to the United States, owing to an error made by the King of Holland, who was arbitrator of the treaty of 1812, and from maps and charts furnished him, decided that the main channel of the river passed around the north side of Barnharts Island. As there is only about three feet of water in the channel between Barnharts and Sheiks Islands, the royal arbitrator erred in his decision.

The first passage of the Long Sault by steamer was made about 1840, under the pilotage of the celebrated Indian, Terrohiahere. The Long Sault has a fall of forty-eight feet.

Cornwall, Ont.

Steamer leaves
Eastbound, 1715 p. m.
After August 17th. 12145
Westbound, 1215 p. m.
York and Ottawa Ry. bridge (of the New York Central Lines), the only bridge spanning the St. Lawrence which joins the United States and Canada. The Cornwall Canal, twelve miles long, with six locks, and a fall of 48 feet, offers a safe pasasge to freight steamers and small craft eastbound, and is the only course possible for all craft bound westward. The St. Lawrence expands below Cornwall, forming the beautiful Lake St. Francis, 28 miles in length. The shores on either side present a pleasant prospect, diversified with woods and farms. "But," says a well known writer, "the chief glory of a

Lake St. Francis sail down Lake St. Francis is the distant mountain range, blue against the horizon.

It is the old Chateauguay range—a spur of the Adirondacks. At the entrance of the lake we pass several islands, among which is Stanley Island, a pleasant summer resort, and in the fall a place noted for duck shooting and fishing. Located on the north shore, about the middle of the lake, is Lancaster, and a few miles below is the boundary line between the provinces of Ontario and Quebec.

At the lower end of the lake is Coteau-du-Lac, whose straggling row of little French houses, looking still smaller in contrast with the great stone church and gleaming spire, give evidence that we are now in French Canada. Across from Coteau, on the southern side, is the town of Valleyfield, with its large cotton mills.

After passing Coteau Landing, the steamer glides under the Coteau Rapids magnificent iron bridge of the Grand Trunk Railway. Shortly below this bridge the Coteau Rapids are entered.

About seven miles further down, we pass a small island whose trees almost dip into the hurrying stream, and rounding cedar Rapids a sharp curve we enter the Cedar Rapids, below which are the Split Rock Rapids.

On the right after navigating the Cedar Rapids, is a canal about 1000 feet wide and 12,000 feet long, constructed by the Cedar Rapids Manufacturing and Power Company.

Extending across its lower end and forming a dam is the power house, built of concrete. The total fall of water is 32



feet, and 160,000 electrical horsepower has been developed by the construction of the canal and dam.

A short distance below the Split Rock Rapids are the Cascades, the last of this series of rapids, conspicuous by white-crested waves which mount tumultuously from the dark green

Cascade Rapids

4:15 p. m.

waters. This chain of four rapids, following in close succession, extend in all about twelve miles and have a

fall of eighty-four feet.

The Soulanges Canal, which covers the distance from Coteau Landing to the foot of the Cascade Rapide, is one of the finest of the canals, and it is well worth taking a trip westbound in order to see the massive stone locks, with fertile fields on both sides. The canal is lighted and operated by electricity.

Below the Cascades, the river expands into Lake St. Louis. Almost at its head, the Ottawa River, which is seven hundred

Lake St. Louis

and fifty miles in length, discharges one of its branches into the St. Lawrence. The scenery is very fine along this lake.

Calm and shadowy, the Chateauguay hills rear their lofty heads behind the trees, lower down the dim outline of Mount



A Houseboat on Lake St. Louis

Royal can be seen, while further on the cloudy tops of Belœil, St. John, and Shefford loom against the sky. On our left is the island of Montreal. Along its margin are the cottages of Montrealers who come here to spend the summer months, and several yacht and boating club houses; among others, a little

above the head of Dorval Island, the Royal St. Lawrence Yacht Club.

Lachine Lachine, nine miles from Montreal. The place was founded by La Salle in the year 1670. Here the famous Lachine Canal commences. Across from Lachine, on the south bank, is the Indian village, Caughnawaga. The name means "Praying Indian." Just below Caughnawaga is the magnificent iron bridge of the Canadian Pacific Railway, built on the cantilever principle.

Passing under the bridge, the steamer glides into midstream that moves with increasing speed, indicative of the coming rapids, which now appear in full view. And soon we enter the last of the St. Lawrence rapids—the Lachine. A moment more and we have completed the descent, and ride in

Lachine Rapids

tranquility on the placid bosom of the river below, with a sense of relief born of the contemplated danger past. The fall

of water in these rapids is 45 feet.

The pleasure of passing through the Long Sault Rapids and those following has been so greatly enjoyed that all sense of actual danger has passed when the Lachine Rapids are sighted and all passengers aboard are eager to see every whitecrested wave and angry whirlpool. As we approach these Rapids in the soft light of early evening the brave hearted are drawn to the side of the steamer as if impelled by a longing to battle with and subdue the angry waves, and all, even the most



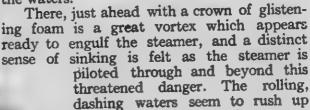
Birch Grove on Lower St Lawrence

timid, are on tip-toe in an effort to fully view the majestic grandeur of the awe inspiring scene.

The steamer moves steadily on as if to conquer this great battle-field of plunging, tumbling waves. Her pilots look neither to the left or right as she dashes into the rolling billows and is guided past a rocky island which a few minutes before

threatened to bar her progress, or by a dangerous looking reef which appears just beneath

the waters.



stream to attack the steamer and as they hurl their force against her sides, a shower of spray dashes into the air and over the rail, as if to greet the strangers who have travelled far to view the thrilling sight of this never ending war of waves, and enjoy the exhilarating pleasure of shooting the Rapids of the lordly St.



Maissoneuve Monument, Montreal

Lawrence. The Lachine rapids were first run by a steamer in the summer of 1840, by the side-wheeler "Ontario." afterwards known as the "Lord Sydenham."

Passing the beautifully wooded shores of Nun's Island we see the famous Victoria Jubilee Bridge, built to replace the old Victoria Tubular Bridge. It ranks from an engineering standpoint with the foremost structures of the present age.

Sailing beneath the great bridge, we come in full view of the city of Montreal, with its teeming harbor, with its beautiful public buildings of massive stone; its churches, its cathedrals,

Montreal

Steamer leaves
Eastbound, 7:00 p. m.
Westbound, 1:00 p. m.

with gleaming pinacles and domes; its colleges, its famous parks and drives; and, most of all, with its royal mountain lifting its imperial head above the din

and rush of commerce. We come to port at R. & O. Pier a little above St. Helen's Island. It was on this island that

Chevalier de Levis burned the flags of the French army (1760) rather than surrender them to the British conquerer, General Amherst.

The fine large steamers "Montreal" and "Quebec" running between Montreal and Quebec are not excelled by any steamers on inland waters in luxury and up-to-date conveniences and comforts. The dimensions of the "Montreal" are: length, 340 feet; width of hull, 44 feet; width over guards, 75 feet 6 inches; moulded depth, 15 feet. Her fire pumps, life-saving apparatus, etc., are of the most modern pattern. Running



R. & O. Wharves, Montreal

water is supplied to every stateroom, of which there are two hundred and sixty-six, including twenty parlor rooms with private baths. The entire steamer, including the staterooms, is steam-heated and is lighted by electricity.

The furniture of dark mahogany, with the general ornamentation of the upper saloon, is in Louis XV. style. The dome ceiling has had an additional arch worked into it, giving an entirely new and unsurpassed effect. It is richly ornamented with heavy scroll-work, and its leading features are two large allegorical paintings representing the periods of the day, by F. S. Challener, R. C. A. The subject of the panel is: "The Day from Dawn till Night-time." Twenty or more life-size figures are gracefully arranged to work out this theme.

The dining room on the main deck aft, will seat one hundred and fifty passengers. The entrance hall is panelled in mahogany, relieved by large panel pictures of the seasons, in bronze relief. Dinner is served after leaving Montreal.

The new steamer "Quebec," in general equipment for the



Steamer entering Locks on westbound trip from Montreal

safety and comfort of passengers and luxurious furnishings, is the counteprart of the "Montreal," and her scheme of decoration is fully as elaborate, but of a different period of art and coloring, in accord with the desire of the company to have each new steamer present its own artistic beauties.

On account of the close connection of the steamers from the west with those leaving for Quebec, tourists generally prefer to go on down the St. Lawrence to Ouebec and the Saguenay, visiting Montreal on their return. We will, therefore, reserve for the return trip a description of Montreal.

The journey down the St .Lawrence, from Montreal to Quebec, in one of the new palatial steamers that ply on this route, is as pleasant a trip as could be taken anywhere in

Down the St. Lawrence

America. Leaving Victoria Pier in the evening we first pass Longueuil, a village on the south bank, memorable in history for the repulse of the Americans by

General Carelton in 1775. A little lower down on the north shore is Longue Pointe. Nine miles from Montreal we see Pointe-aux-Trembles, founded in 1674. Here is one of the old French churches, built in 1709. Just below it are the islands of Boucherville.

Forty-five miles from Montreal, at the junction of the el Richelieu River, is Sorel. It stands on the site Sorel Steamer leaves of the fort built by de Tracy in 1665, and was for many years the summer residence of successive governors of Canada.

Sorel was founded by the French in 1634 as a trading post

under the name of Fort Richelieu.

At Sorel is located the large workshops of the Canada Steamship Lines and the winter headquarters for a number of its large fleet of magnificent steamers.

About five miles further down, the river expands into Lake St. Peter, twenty-five miles long and nine miles wide.

Re St. Peter, twenty-five miles long and nine miles wide.

Passing the mouth of the St. Francis River, we arrive at

Three Rivers

Steamer leaves
Rastbound, 1:00 a. m.
Westbound, 11:30 p.m.

the city of Three Rivers, founded in 1634, midway between Montreal and Quebec. It is situated on the north shore of the St. Lawrence at the mouth

of the St. Maurice River, which here separates into three channels, hence the name of the city is derived. The French began the smelting of iron here as early as 1737. Three Rivers is the See of a Roman Catholic bishopric. This progressive city is well worth a visit from the tourist, there being many points of interest in it and its surroundings.

It is noted in the medical world for its sanitarium for the

scientific treatment of nervous and other diseases.

The total fall of the St. Law-rence, from Kingston to the head of tide water at Three Rivers is two hundred and thirty-two feet, an average of ten and one-fourth inches to

Batiscan, Quebec

the mile. Continuing the journey, we pass Batiscan, called after the famous Indian chief then St. Anne and the Jacques-



An Interior View, Steamer "Quebec ' In service on the Montreal-Quebec Line

Cartier River, after which the land on the river banks begins to rise, presenting a more bold and picturesque appearance as we near Quebec. The mouth of the Chaudière on the south, is the next object of interest. Before us is the grand gaveway of the St. Lawrence, and on our left, crowning Cape Diamond, is the famous citadel of Quebec.

This lofty fortress, which covers an enclosed area of forty

acres, three hundred and sixty-five feet above the river, was built from plans approved by the Duke of Wellington. Since the withdrawal of British troops in 1871 it has been garrisoned by Canadian militiamen.

Quebec

Steamer for Montreal leaves 6:00 p. m. Steamer for Saguenay leaves 8:00 a. m.

The most perfect view of Quebec is enjoyed by passengers arriving at or departing from the city by R. & O. Steamers. Of this inspiring scene, Mrs. Moody (Susanna

Strickland) wrote as follows:

"What a scene! Can the world produce another? Edinburgh had been the "beau ideal" to me of all that was beautiful in nature; but all these past recollections



Canada Steamahip Lines, Limited, New Office Building Nos. 9 and 11 Victoria Square, Montreal



Steamer "Montreel" on Montreel-Over- List

faded before the presence of Quebec. Nature has ransacked all her grandest elements to form this astonishing panorama."

Quaint, curious old Quebec, undoubtedly the most picturesque and interesting city in America, whose winding streets and frowning battlements are pervaded with the atmosphere of departed centuries; here is the cradle of Canada. Quebec seems to have been specially formed by Nature for the important part assigned to her in the drama of this continent, for, from her commanding eminence, she holds the position of guardian and sentry of Canada. In 1535, that intrepid explorer, Jacques Cartier, sailed from France, under a commission from Francis I., in the hope of discovering a new highway to the Indies, and of adding new possessions to his native land. Sailing up the magnificent river, he gave to it the name of St. Lawrence, and on the 14th of September he cast anchor at the



A View of Three Rivers Sanatorium Hotel

mouth of a little tributary, which he called St. Croix. The natives of Stadacona. headed by their chief. Donnacona, paddled out in their birch bark canoes to meet the strangers in their wondrous vessels. The meeting of Jacques Cartier and the chief appears to have been friendly, for he willingly conducted the explorers to the

summit of the rock and to the little village that nestled beneath. The following spring Cartier sailed for France, and nothing came of his voyage. In 1608, Samuel de Champlain planted the white flag of France upon the heights of Cape Diamond and became the founder of Quebec.

"Unexampled for picturesqueness and magnificence of position on the American continent, and for the romance of her historic associations, Quebec sits on her impregnable heights a queen among the cities of the New World. At her feet flows the noble St. Lawrence, the fit highway into a great empire, here narrowed to a couple of miles breadth, though lower down the waters widen to a score of miles, and at the gulf to a hundred. From the compression of the river at this point the city derives its name, the word signifying, in the

native Indian tongue, the Strait. On the east part of the city, along a richly fertile valley, flows the beautiful St. Charles, to join its waters with those of the great river. The mingled waters divide to enclasp the fair and fertile Isle of Orleans."

"The city as seen from a distance rises stately and solemn, like a grand pile of monumental buildings, clustering houses, tall, irregular, high-pitched roofs, crowd the long line of shore and climb the rocky heights. Great piles of stone churches, colleges and public buildings, crowned with gleaming minarets, rise above the mass of dwellings. The clear air permits the use of tin for the roofs and spires, and the dark stone-work is relieved with gleaming light, Above all rise the long dark

lines of one of the world's famous citadels, the 'Gibraltar of America.'"

Thus Charles Marshall wrote of Ouebec:

But Quebec's chief claim to the attention of the traveller is its historic battlefield, which saw one of the fiercest and most momentous battles of North America, and on which the generals



Ursuline Convent, Quebec

of both France and England perished in the final struggle for the possession of Canada. It is impossible to reflect on the momentous consequences of Wolfe's victory without feeling the influence of the spirit of the scene.

Viewed from the Citadel, above Dufferin Terrace, the picture spread out beneath our feet can nowhere be duplicated. Here the Fleur-de-lis banner of the Bourbons and the time worn flag of England have been unfurled in token of supremacy. Yonder is the spot where the noblest sons of France and England fought for the empire of this land, in the memorable battle of the Plains of Abraham in 1759. Behind Dufferin Terrace, in the Governor's Garden, the granite column, erected in 1775, tells its story by its simple inscription: "In memory of Wolfe and Montcalm." Vanquisher and vanquished lie silent in the tomb, but their names are linked together in an indissoluble

wreath of glory. Nestled together below us are the antique gables, the peculiar roofs, the quaint spires and the historic walls that take us back into the historic past. Looking away beyond the churches and monuments, the ramparts and gates, we behold a picture that no pencil can delineate and no poet could describe. Over the heights of Levis and above its frowning fortifications, rises the summer sun; his beams gild the spires of a hundred



St. Louis Gate, Quebec

historic buildings. From the forts in the town of Levis, Wolfe's batteries under the command of Monckton shelled Quebec in 1759. Looking eastward the Isle of Orleans divides the waters of the St. Lawrence. Then across the stream—

"Where yonder Mountains cracked And sundered by volcanic fire, Sings Montmorency's cataract— Fit chord for such a granite lyre."

Then the village of Beauport stretches along the shore. Beyond rises the blue Laurentains, mound over mound, till they blend with the fleecy clouds upon the distant horizon. From out the forest and fields glances the steeple of the Charlesbourg church. Behind this appears the chapel of the Indian village of Lorette. Still turning westward, we notice the St. Charles flowing through green meadows to join the St. Lawrence.

Dufferin Terrace was first laid out by the earl of Durham, Governor-General of Canada in 1838. During the administration of the Marquis of Dufferin and Ava it was enlarged

into the present far-famed promenade.

Champlain Monument, erected in honor of Samuel de Champlain, the founder of Quebec, faces the Chateau Frontenac, one of the world's magnificent hotels, commanding delightful views of the St. Lawrence. In exterior it blends with its surroundings; while the interior yields the maximum of comfort and beauty without sacrificing the outlook.

The site of the hotel is that of the ancient Chateau St. Louis, for over two centuries the seat of the government of

the province.

The St. Louis Hotel has recently been modernized and improved. It is located within three minute's walk of Dufferin Terrace and in proximity to all points of interest. Its cuisine and service is excellent. Under its present able management it justly claims its share of patronage. A short distance from the St. Louis Hotel is the English Cathedral and City Hall.

The Victoria Hotel is situated within a few minutes walk of the Grand Battery, near many points of interest. It is under new management and is a favorite with all its patrons.

There are other hotels and good private boarding houses

whose rates are in keeping with a modest purse.

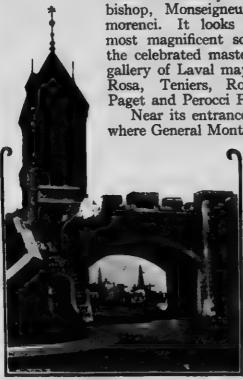
A stroll around the ramparts, and an inspection of the picturesque and substantial archways, gives the visitor a good idea of the military strength of the city. Eastward from Dufferin Terrace following the outline of the cliffs is the Grand Battery. Crowning the cliffs at the head of Palace Hill stands

Laval University. Called after the famous bishop, Monseigneur de Laval de Montmorenci. It looks down upon one of the most magnificent scens in America. Among the celebrated masters represented in the art gallery of Laval may be mentioned Salvator Rosa, Teniers, Romenelli, Joseph Vernet, Paget and Perocci Poussin.

Near its entrance, on the Cliff, is the spot where General Montgomery fell at the head of

the storming party, December 13, 1775.

Another fine edifice that claims our attention is the Basilica, built on the site of the ancient church of Notre-Damede-la-Rcouvrance, erected in 1633 by Samuel de Champlain to commemorate the restoration of the colony by Britain. Within this ancient church was interred the remains of Laval, Frontenac and many others.



Kent Gate, Quebec

The Basilica contains, amongst other valuable paintings, the Christ of the Cathedral, by Van Dyke, and the Ecstacy of St. Paul, by Carlo Maratti. Some of the pictures were brought to Canada from France during the revolution. The square opposite, where the City Hall has been erected, is the site of the old Jesuit College founded in 1635. Within its walls, the martyrs Lalemont, Brebeuf, and Vimont taught, and Pere Marquette drew his plans that led to the

establishment of Christianity on the Mississippi. Adjoining the Bascilica is the Archbishop's Palace.

The Ursuline Convent is situated on Garden Street. The date of its earliest foundation was 1641, and of the present 1686. Montcalm is buried in the chapel in a tomb said to have been formed by the bursting of a shell during the siege of the city.

The Hotel-Dieu, or Hospital of the Precious Blood, was founded in 1739 by a niece of Cardinal Richelieu.

A place especially attractive to visitors from the United States is No. 42 St. Louis Street. In it were

deposited the remains of Brigadier-General Montgomery on the 31st of December, 1775. The quaint old church of Notre-Dame-des-Victories, erected in 1788, should also be visited, as it is associated with several warlike events. During the siege of Quebec, in 1750, a portion of the church was destroyed by the batteries

from Levis. Facing Place d'Armes, coming off the Dufferin Terrace, is the Union Building, erected in 1805, upon the site of a building occupied in 1649, by Governor d'Ailleboust. It was under this roof that war was declared with the United States in 1812.

The English Cathedral, adjoining Place d'Armes, was consecrated in 1804. Its chancel window is considered one of the most artistic pieces of stained glass on the continent.



Little Champiain Street, Oueboc

Among the curious streets that every visitor is sure to see may be mentioned Sous-le-Cap and Little Champlain Street. Even the Post Office has its history, for it is built on the site of the old legendary haunted house, known as "Le Chien d'Or." There in the wall we can see the curious old stone, with its inscription and its golden dog gnawing its bone as of old.

Passing along St. Louis Street, on the right is the Place d'Armes, a military parade ground in the days of the French regime. On the left is Kent House, the residence of the Duke of Kent while in Canada. In striking contrast is the Court House, on the opposite side of the street. But contrasts are common in Quebec, for here the old and the new meet together as they meet nowhere else on the continent. Close by is the little old-fashioned house once occupied as the headquarters of General Montcalm. Here he held his councils of war, and prepared his plans for the defence of the city in 1759. Further on, we pass the Esplanade, beside the city walls, used by British troops as a parade ground. Immediately outside the St. Louis Gate, we view the handsome buildings of the Provincial Legislature, which overlook the historical plains of Abraham.

These extensive fields reach from St. Louis Road to the cliffs over Wolfe's Cove, and from the Citadel to Spencer Wood, the residence of the Lieutenant-Governor. There beneath the monument that tells a glorious story—"Here Wolfe fell victorious"—are the ashes of countless heroes.



The Basilies and City Hall Square, Quebec

Beyond are the Martello towers, built in 1811 for the better defence of the city's fortifications. Below, on the St. Foye road stands the "Monument to the Brave," erected to commemorate the battle of St. Foye.

While Quebec is pre-eminently a summer resort, it also claims the right to be crowned Queen of American Winter Resorts. Then, when the frost-king is supreme, the population devotes a generous portion of its time to the various forms of out-door sport which have made St. Petersburg the most famous of European winter resorts. The time is spent in sleighing, skating, tobogganing, ski-ing and snowshoeing, and such games as curling and hockey.

On Dufferin Terrace is built a toboggan slide, starting from King's Bastion and stretching the whole length of the terrace to the Chateau Frontenac. Much entertaining is done at the picturesque old citadel, which is the residence of the Governor-

General and suite when visiting the city.

Visitors are warmly welcomed by the winter clubs, and are quickly initiated into the various forms of winter sports.

The finest possible view of the old city is to be had from

the Levis Heights, on the opposite shore, reached by ferry.

It was from
Levis Levis the
British
cannon played on
Quebec in 1759.
Its fortifications
of to-day are of a
superior class in
every sense.

St. Anne de Beaupre

The world-famed shrine of St. Anne de Beaupre, a short distance below Quebec, is reached by electric railway. Two places, Nazareth and Sephoris—at the foot of Mount



St. Anne de Beaupre Church Twenty Miles from Quebec by Electric Railway

Carmel—contend for the honor of being the residence of St. Anne. Her husband was Jo-Achim or Eli-Achim. The only offspring to that marriage was Mary, the mother of the Redeemer. When St. Anne died, her remains were interred in Jerusalem, in the valley of Jehoshaphat. From that vale, in the days of the Roman Emperor Trajan, when Christianity was but a century old, tradition tells us that a rudderless ship swept over the Mediterranean, bearing the body of St. Anne to France to be placed in the keeping of St. Auspicious, first bishop of Apt, a town in Provence. There the great Monarch Charlemange found it. In after years St. Anne became the patroness of Brittany, and in Auray a shrine was built in her honor, and the faith of the pious Breton taught that she there performed miraculous cures for those who trusted her.

A few years after the founding of Quebec, a crew of Breton sailors who were buffeted by a storm, vowed to build a shrine in honor of St. Anne, should she guide them safely through the storm. They landed at the spot where now stands the beautiful Basilica. They built a little chapel in fulfillment of their promise. In 1660 the primitive edifice was rebuilt. In 1670 the chapter of Carcassonne, in France, sent out a relic of St. Anne, to be kept in the new shrine. Rich presents came from the court of Louis XIV., and the Queen-mother—Anne of Austria—embroidered a chasuble f r the service of St. Anne's new altar. The Marquis de Tracy, viceroy of New France, presented a painting by the famous artist Lebrun, representing St. Anne and two pilgrims. Bishop Laval de Montmorenci gave two pictures from the brush of Luc Lefrancois, a Fran-



A Quebec Caleche

ciscan friar, and a silver reliquary set in precious stones. In 1706, Lemoine d'Iberville, the heroic pioneer soldier, presented the massive crucifix now on the altar. In 1866 the pre-

sent magnificent church was erected, and an auxiliary chapel was built with the materials, and having the decorations, steeple and bell of the primitive church. It was solemnly blessed and opened for public worship on the 17th of October, 1876, and in 1878 it was placed under the charge of the Redemptorist Fathers. It was consecrated on the 16th of May, 1889, by His Eminence, Cardinal Taschereau.

With St. Anne's closes the description of Quebec, and em-

barking on board the Saguenay River steamer the journey is continued. Breakfast is served on steamer arriving from Montreal: also on steamer leaving Quebec for Saguenay River. The passenger and freight offices of the Richelieu and Ontario division of the Canada Steamship Lines, Limited, are located at the Company's wharves. Here tickets are sold, . staterooms reserved, and all information cheerfully given.

The steamers for the Lower St. Law-



Church of Hotre-Dame-des-Victoires, Quebec

rence and Saguenay River depart from this wharf on the arrival of the steamer from Montreal. This service is filled by the steamers "Murray Bay," "Tadousac," "St. Irenee," and "Saguenay" (new).

The magnificent and commodious steamer "Saguenay" which is now in commission on this route was built at the Fairfield Shipyard, on the Clyde for the Quebec-Saguenay Line, and after coming across the ocean under her own steam was placed in commission on the route between Montreal and Saguenay River. Her dimensions are: length 285 feet; width 58 feet; and her draft is 12 feet.

The Lower St. Lawrence and Saguenay River Fleet rooms. All staterooms are staterooms with private bath steam heat and electric light.

The steamer is luxuriously furnished and equipped with all modern appliances for the safety and comfort of the best class of tourist travel. At the fore and after ends of the main saloon are large outside decks and also glass inclosed parlors affording unobstructed views of the river scenery. Her speed is nineteen miles an hour, and she is without doubt the finest passenger steamer ever placed in commission on the Lower St. Lawrence route.

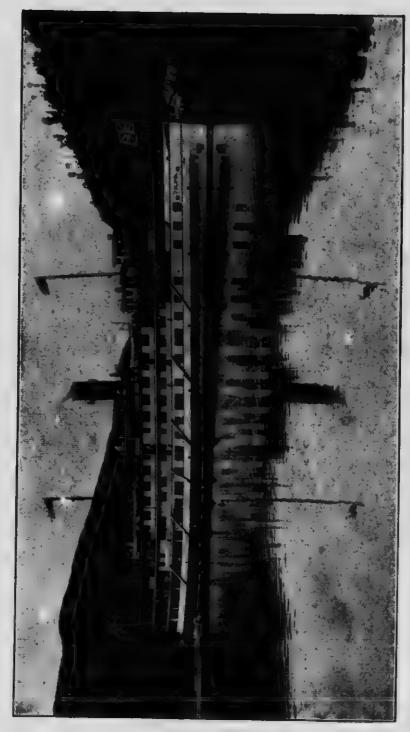
The trip from Quebec to the Lower St. Lawrence is by day-light and is one of the most charming river trips in the world. From Tadousac the steamer proceeds up the Saguenay River during the night, and on her return the following day the entire Saguenay River is seen by daylight, and the St. Lawrence is traversed at night back to Quebec. For particulars see time schedules on pages 107 to 109.

From Quebec eastward the river expands until it assumes the proportions of an inland sea, and its waters becomes as salt as those of the ocean into which it flows and whose tides wash its shores.

All along this route, scenes of wild and beautiful grandeur are presented to view, which are missed by the tourist unless the round trip is made from Quebec by steamer.

Leaving Quebec the steamer passes the Isle of Orleans on our left, and near its eastern end Mount St. Anne raises its head twenty-seven hundred feet above the river, and a short distance below the end of the island Mount Tourmente, nearly 2,000 feet in height, with its lonely lighthouse, looms against the sky; then we pass Capes Burnt and Rouge, and a short distance further on is Cape Gribaune which towers 2,171 feet above the steamer, and the next prominent point is Cape Maitland and the village of St. Francois-Xavier, located where the River Bouchard flows into the St. Lawrence. From this point it is about five miles to Baie St. Paul, guarded on the west by Cape Labaie and on the east by Cape Corbeau. The Rivers Moulin and Gouffre flow unto St. Paul's Bay.

After leaving Baie St. Paul our steamer proceeds along the mountain-bordered shore past Isle-aux-Coudres. Isle-aux-



Now Steamer "Saguenay" Montreal-Saguenay Express Line

Baie St. Paul

Coudres has its legend gathering around the memory of Pere Labrosse, the faithful priest of the Hudson Bay post at Tadousac. The legend runs that the

priest one evening, while conversing with his little flock, told them that at midnight he would be a corpse, and the bell of the chapel would toll for the passing soul. He told them not to touch his body, but to hasten on the following day to Isle-aux-Coudres to fetch Monsieur Compain, who would be waiting for them, to wrap his body in its shroud. At midnight, the little band was startled by the tolling of the bell, and on rushing to the church they found the priest dead before the altar. At



Steamer Dock at Bay St. Paul

dawn they set out for Isle-aux-Coudres, where, as foretold, Father Compain was waiting, breviary in hand, having been warned in a vision and by the tolling of the bell of his own chapel. For years after, the Indians going up and down the Saguenay never passed Tadousac without praying in the church where his body reposed. The relics of Pere Labrosse were removed many years ago to the church at Chicoutimi.

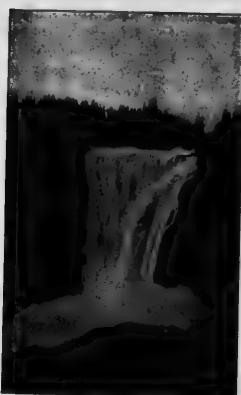
Eboulements

We now approach Mount Eboulements, with its little village and church Steamer leaves
Eastbound, 12:15 p.m. picturesquely situated high up on the hill
Westbound, 10:30 p.m. side. Mount Eboulements is 2,457 feet in height, and in the village of Eboulements there are several boarding-houses and an hotel whose rates are reasonable. After leaving this port the steamer proceeds past picturesque points and capes, rounding the mountain to St. Irénée.

St. Irenee

Steamer leaves Hastbound, 1:30 p. m. Westbound, 9:30 p. m.

seventy-five miles east of Quebec. Here is located the summer homes of several prominent Montreal and Quebec families. Five miles eastward is Murray Bay, the favorite summer resort of the Lower St. Lawrence. The village is picturesquely situated amid beautiful hills. It has comfortable hotels and boarding houses,



Montmorency Falls, seven miles from Quebec Peached by Electric Lines.

and numerous cottages which are rented to visitors. The cool summer air at Murray Bay. which has the advantage of being both mountain and sea air, seems to bring youth, strength and bounding spirits with the first few inhalations, and in the summer a few weeks spent in this invigorating salt air is like a tonic. The dryness of the atmosphere makes it exempt from malaria and hayfever.

St. Iréneé is a beautiful and healthful

resort located on the north shore about

The St. Lawrence here is fifteen miles broad, and its waters are as salt as the ocean itself. and cool and invigorating to those who delight to indulge in sea-bathing.

Murray Bay, with the grand old Laurentian mountains behind

it and the river in front, furnishes a variety of scenery not often found in combination. It has often been compared to

Murray Bay

Steamer leaves Eastbound, 2:30 p. m. Westbound, 9:00 p. m the west coast of Scotland for beauty. The landscape from the Manoir Richelieu and Point-a-Pic to the village itself on the banks of the Murray River is

dotted with hundreds of summer cottages, owned by prominent and wealthy Americans and Canadians. There are

churches of various denominations at Murray Bay-Episco-

pal, Presbyterian and Catholic.

There are several delightful drives to places of picturesque charm and historic interest, and driving can be indulged in at moderate rates. First among them for wild beauty is the drive to Upper Fraser Falls on the Fraser River. The waters drop in two wild leaps two hundred and ninety feet, and form a beautiful sight. Lower down, the river has another fall of one hundred and fifty feet, forming the Lower Fraser Falls. Another pretty little falls is the Nairn Falls on the Murray River. In the month of August it is a fascinating sight to see the salmon leaping this fall. The drive to Cap-a-l'Aigle follows the shore and affords a splendid view of the river and mountains beyond.

The Manoir Richelieu, owned and operated by the Canada Steamship Lines, Limited, is the largest hotel on the Lower St. Lawrence. It stands on a commanding bluff on the river

The Manoir front, facing the south, and has accommodation for four hundred guests. The views from its broad piazzas, with a grand sweep of river, Richelieu field and village, as well as mountain views of

rare beauty, are always exhilarating. The water supply is of the purest, coming direct from a mountain spring, and the drainage and sanitary arrangements are perfect. The hotel is handsomely furnished throughout, the effect being one of rare comfort. A magnificent swimming pool has been built, into which is pumped the water of the St. Lawrence, as salt as the ocean itself. The salt water is pumped through heaters



At. After Dinner Stroll, Manoir Richelieu

which raises its temperature to between sixty and seventy degrees. In addition to this, forty new salt and fresh water baths have been added to the hotel. The cuisine and service is maintained up to a high standard of excellence. There is an orchestra in attendance during the season. Visitors who make the Manoir Richelieu their stopping place will certainly enjoy a delightful outing by the sea. There is a golf club at Murray Bay, whose well-kept links are equal to any in Canada, tennis grounds, etc., also boating, sailing, yachting, etc., for those nautically inclined, and at the Manoir Richelieu is a fine bowling alley.

One of the remarkable features of the Lower St. Lawrence is its wonderfully beautiful sunsets, which tint the evening sky with an afterglow of burnished gold and liquid fire for some time after the sun, like a great red ball, has passed below the watery horizon. No one who appreciates scenes of beauty

will ever forget this sight.

Ex-President Taft owns a summer home at Murray Bay, which he occupies during the summer with his family, and he is a familiar figure on the golf links.

Some miles below Murray Bay the Pilgrims are seen. They consist of a remarkable group of rocks, which are visible at a



On the Golf Links at Murray Bay



View from Vernada Manoir Richellen. Stanter Saguenty" Approaching Wharf



Manoir Richelieu Swimming Pool

Cap a l'Aigle St. Simeon

great distance, "the mirage," seeming constantly to dwell about them. Six miles below Murray Bay is Cap-a-l'Aigle, esque ports of call. St. Simeon is situated midway between



A Drive through the Murray Valley

Murray Bay and Tadousac, on the north shore. Many mountain lakes in the vicinity of St. Simeon afford excellent trout fishing.

Tadousac Steamer leaves

Por Quebec, 3:00 p. m.

Located at the mouth of the Saguenay For Saguenay, 7:00 p.m. River is the town of Tadousac, the first settlement made by the French on the

St. Lawrence and was their principal fur-trading post.

There is a very pleasant and comfortable hotel here, which is patronized by some of the best American and Canadian families, whose never-failing return is the hotel's best adver-

tisement. It is owned and operated by Hotel Tadousac the Canada Steamship Lines. It has been extensively improved and many rooms with private bath have recently been added. The hotel is lighted by electricity.

There are excellent golf links in connection with the hotel. The atmosphere of this locality is especially bracing; and sailing, rowing, and fresh and salt water fishing are pastimes greatly enjoyed; the salt air from the Gulf of St. Lawrence and the breezes from the Saguenay hills meet here, and probably at no place in North America can people from the heated localities find greater relief or lay in a larger amount of health than at Tadousac. The fishing at Tadousac can hardly be



Steamer "Seguency" at Tadousce



Old Church, Tadousse. Built in 1647

excelled, and extends from the "Tommy Cod" for the children to the River, Lake and Brook Trout and Salmon for the most exacting angler. Only five miles distant among the mountains are the fishing preserves of the Company, whose exclusive rights extend over Lakes Gobeil, Guillaume, Boulanger, Sapin, Trout and Long, on which are guides and boats, and new camps for the exclusive use of guests of the Tadousac Hotel. The main camp on Lake Boulanger has been enlarged to accommodate 25 persons. This lake is one and a half miles long and a half mile in width. While the steamer is in port, time is given to walk and visit the village, including the little church, the

The first ever built in Canada. Passengers may also visit the Government Salmon Hatchery and Fish Pool, where these gamy fish may be seen in their native element, and in the evening the steamer starts up the world-famed Saguenay, and enters a scene which pen has never yet adequately described. No one can realize the picture all at once; everything is deceptive, and it takes time to grasp the magnitude of the surroundings. But by degrees the immensity and appalling grandeur of the environment assert themselves, and the beholder feels and knows that he is in communion with the awful majesty of

nature. Here, above all other places, the grandest works of man sink into insignificance, and the very silence seems to do homage as to a God. Calm and unbroken is the solitude of nature in this, her temple. Mirth and laughter may ripple over the waters, but she heeds them not. Storms and tempests may rage around, and the sun's fierce rays descend upon her brow, seeking to disturb her serenity; but in vain. Victorious in some elemental conflict she ceases from her labors. Peace inviolate is the guerdon of her warfare, and the loneliness of her grandeur the highest monument of her triumph. At every



A Trout Catch at Tadouese Lake

turn some new and unexpected beauty meets the eye, distinct, bearing the stamp of individuality, and yet inseparable from the whole. Projecting rock and sheltered cove, fir-crowned cliff and open bay, each to the other lends a charm, and even the silent bosom of the waters contributes its meed of praise. for in their unfathomable depths are

mirrored the heights which soar into the infinite.

Going up the river at night the scene is viewed by moon light. Yonder in the distance a silvery beam of light seems to have lost its way among those frowning sentinels, and to tremble in their keeping. On we glide through its fairy-light shadows into darkness again, and the rocks appear to bar our progress, and wonder succeeds wonder.

L'Anse St. Jean is a small village situated on a beautiful bay, from which it derives its name.

St. Alphonse is our next stopping place, but as these places are passed during the night they will be described on return trip by daylight. Our next port of call is Chicoutimi, at the head of navigation on the Saguenay River, and at the mouth of the Chicoutimi River, which in its descent from Lake Kenogami to the Saguenay River falls four hunderd and eighty-six feet in seventeen miles.



The Chicoutimi River and Pulp Mill

Beautifully situated on a hill, Chicoutimi seems to form a little world of its own. Its name seems to be singularly appropriate, meaning in Montagnais dialect "Up to here it is deep." One eminent authority states that "Chicoutimi" is derived

Chicoutimi

from the Algonquin tongue, and using the French equivalents for the Indian letters

Steamer leaves according to tide translates it as follows: "Ickwatimi," meaning "Ickwa" "that is the end," and "Ish-kwah-tee-mee." Chicoutimi was one of the earliest Jesuit missions, and a great fur trading centre.

Tourists who wish to reach Lake St. John, sixty miles distant, may go via the Quebec and Lake St. John Railway from Chicoutimi.

Good fishing is to be had on the rivers and lakes of the Lake St. John region, and the rapids of the Grande Discharge may be navigated by engaging native guides to shoot the rapids.

Lake St. John

Large game—deer, bear, moose and the wapiti- are to be found in season. Many American and Canadian fishing clubs have leases, or own lakes among the

hills. There are hotels and boarding houses in the villages, and guides and canoes are available for sportsmen.

It is time, however, to return to our steamer.

On our return trip the scene is changed to daylight, and in the golden glory of a summer's day the vessel moves onward; the multiform rocks, the bays and projections, the perpendicular walls, slanting sides and overhanging cliffs all change with the rapidity of a kaleidoscopic view. But there is no monotony; only increasing grandeur. Over the river, nearly opposite Chicoutimi, is the parish of St. Anne de Chicoutimi and Cape St. Francis. Three miles below Chicoutimi, on the south shore, where the River Islet flows into the Saguenay, is Point of the Islet, and opposite this point, on the north shore, the Rivers l'Original, Valin and Caribou empty into the Saguenay, and two miles below is the mouth of the River Outardes. The parish below St. Anne's is called l'Anse-au-Foin (or Hay Bay), a little to the east is Pointe-Roches and Pointe-au-Pin (Rocky Point and Point of Pines), and after passing Cape Jasseaux, High Point appears in view. The distance from the River Outardes to High Point is about ten miles, and three miles below are the Isles Petites (or Little Islands), where in ordinary springs the tide rises eighteen feet.

About three miles further on we pass the mouth of the River Peltier on our left, and turning to the south our steamer rounds Cape West and proceeds to the head of Ha! Ha! Bay, a



Village of Tadousac from hillside

charming sheet of water about two miles wide and seven miles long. It is supposed to take its name from the laughing ex-

Ha! Ha! Bay

clamations of the early French explorers, who sailed up the bay under the impression that they were following the main channel of the river and soon found themselves apparently land-locked on every side. The Indian name of the bay is Heskuewaska.

Located at the head of Ha! Ha! Bay, beyond Anse-a-Poulette and Anse-a-Benjamin, is the picturesque village of St. Alphonse, and about two and five miles respectively east of the

village the Rivers Mars and Ha! Ha! noted as trout streams, empty into the bay. At the mouth of the latter is situated the quaint little hamlet of St. Alexis. After calling at St. Alphonse our steamer sails back to the river, and soon Cape East is in view, rising almost perpendicularly out of the water to a great height, with a number of large boulders at its base, and from this point the scenery increases in bold grandeur and beauty. We are now headed east again, and six miles below on the north shore, after passing l'Anse-au-Sable. l'Anse-Xavier and l'Anse-a-Theophite, we pass a point called La-Descente-des-Femmes (the getting-down-place for the women), so named because at



Ha! Ha! Bay, Saguency River



The Rising Generation. l'Anse St Jean, Saguenay River

this point a number of Indian women, whose husbands were dying of hunger in the interior of the mountains, reached the river in search of food and assistance.

Three miles further on is Cape-Rouge (Red Cape), and about the same distance east of it, but on the south side of the chasm, is a remarkable vertical rock of great height, and several hundred feet up it presents a perfectly smooth polished surface, as if it were planed to receive a mammoth picture from the brush of an artist. It is aptly named La-Tableau (The Picture), or La-Grande Ardoise (The Big Slate). A few miles below on the north side is the Bay of Trinity, sentineled on the east by Cape-Diamant (Cape Diamond); two miles below is Pointeaux-Ecrits (Point of Writing). We are now midway between the head and the mouth of the river that flows through this great chasm which divides the Laurentian mountains, and we are surrounded by scenery of the grandest nature. For some time past our attention has been attracted by two massive bold capes, whose mountainous proportions make them conspicuous even here, where all of their surroundings are of such impressive magnitude and bold grandeur.

The first of these famous capes is Cape Trinity, easily recognized by its formation. It rises from the dark waters in three distinct elevations, each one about six hundred feet in height;

one great mountain cape with three crowns, hence its name, Cape Trinity. As our steamer proceeds we bear to the south and soon enter the little Bay of Eternity, and for a moment our senses—except that of sight—are stunned by the majestic

grandeur of our wonderfully impressive environment. In the dark shadows of these sky-piercing cliffs, the first of which towers above and over our steamer as if about to fall and crush it, and in the intense solitude which here prevails, we are made to feel a sense of our own insignificance, and feel how small are the greatest works of man when compared with those of nature. A feeling which is not lessened by the fact that the mountains which rise two thousand feet above the water also descend two thousand feet below its level and it is a relief when the steamer's whistle is sounded to waken the marvellous echoes which sound sweet and clear when returned from the mountains over the waters of the river. We are now sailing out of



Cape Eternity, Saguenay River Height 1900 Feet

the bay and past Cape Eternity, which is one hundred feet higher than Trinity, and when the shadow of Cape Eternity falls upon the surrounding slopes as if the sun had withdrawn its light, while high above is seen its glittering crown, a picture is formed which defies description.

Inspired by this scene Louis Frechette wrote the following verses:

The forest has spells that enchant me,
The mountain has power to enthrall,
Yet the grace of a wayside blossom
Can stir my heart deeper than all.

O towering steeps that are mirrored On Saguenay's darkening breast,

O grim, rocky heights, sternly frowning. The thunders have smitten your crest! O sentinels, piercing the cloud land, Stand forth in stupendous array! My brow by your shadows enabrouded, Is humbled before you to-day.

But peaks that are gilded by Heaven,
Defiant you stand in your pride!
Prom glories too distant above me,
I turn to the friend at my side.

Translated by Hon J D Edgar

In the seventies of the past century, the only way of reaching points north of Quebec in winter was on snow-shoes through the mountains or by horse and sleigh, or cariole, along the St. Lawrence to Tadousac and up the Saguenay to Chicoutimi. and many tales are told of hardship endured by adventurous spirits who travelled in this region in the days of the past.

At that period, one of the best known of these pioneer travellers was Mr. Chas. N. Robitaille, who represented a Quebec business house. On one of his winter voyages he started with a team of horses and cariole to drive from Tadousac to Chicoutimi over the frozen Saguenay and when nearing L'Anse St. Jean, far from human habitation, his team and cariole broke through the ice and he found himself struggling in the icy waters of the River.

Mr. Robitaille was a devout member of the Church, and being in extreme peril and alone, without hope of human assistance, he prayed for divine help and as he prayed he



View of Saguenay from Base of Monument on Cape Trinity

vowed that if his life was spared, he would erect on the mountains on which he gazed in his hour of danger, a monument in honor of the blessed Virgin Mary. After great effort, he extricated himself with his horses and cariole and proceeded on his journey.

After returning to Quebec, as a result of the hardship and exposure endured, he fell ill and eminent physicians had no hope of saving his life. Mr. Robitaille had an intense desire to live and fulfill the vow he had made while in extreme peril on the Saguenay River, and he renewed his vow during his illness, from which he recovered.

Statue of the Virgin on Cape Trinity

After his recovery, he started to work to redeem his promise and in 1880 the Statue was erected on Cape Trinity; it was dedicated by the Bishop of Chicoutimi in 1881, and there it stands to-day high above the waters of the River and probably the most conspicuously located statue of the Virgin in the world.

The Statue was sculpted by Louis Jobin of Quebec. Last year, after withstanding the elements for thirty-three years, it was found necessary to make extensive repairs to the monument and Major J. E. Robitaille, C. F. A., of Chicoutimi, son of Chas. N. Robitaille, undertook the work of restoration.



Monument of the Virgin Mary on Cape Trinity

The old wooden quay on which the statue stood was replaced by a concrete base and damaged parts of the statue were fully repaired, after which the entire statue received a covering of lead one-eighth of an inch in thickness, and there it appears overlooking the waters, one of the outstanding features of the Saguenay River trip. Six miles east of the capes, on the right, is St. John's Bay, with the island of St. John guarding its entrance, and the river St. John flowing into it, and three miles further on the Little

St. John's Bay

Saguenay empties into its great namesake, and a short distance below we pass two islands, each about two miles in length, Roy Island and Isle Barthelemy, or Isle Coquart, called by the latter name in honor of a Jesuit missionary to the Saguenay Indians, who died at Chicoutimi in 1764. At this point the Riviere-au-Canard (Duck River) enters the Saguenay from the north, and near its mouth is the hamlet of Barthelemy. Isle

Saint-Louis is nearly opposite, and a short distance below is the

St. Marguerite River, a famous salmon stream and the Sague-nay's longest tributary.

Opposite the mouth of the St. Marguerite River, on the south shore, the St. Anatole River flows into the Saguenay, and five miles below is Pointe-Crepe and St. Etienne Bay. Opposite Pointe-Crepe, on the north shore, is Grosse-Roche (Great Rock). Anse-a-Jack is over a mile east of St. Etienne Bay, and soon the Passe-Pierre Islets are passed. Just east of these islands, on the north shore, a towering cape of granite appears as if to bar our way. This is Pointe-la-Boule (Boulder Point), six hundred feet in height, and for the next three miles these mountainous shores increase in height until they attain an



Peint La-Boule (Boulder Point), Seguenay River

altitude of eleven hundred feet above the water. At Anse-la-Barque their height falls to three hundred and ninety feet, and soon we are at the mouth of the Saguenay, guarded on the west by Pointe-aux-Bouleaux and on the east by Pointe-aux-Vaches, and our trip through the greatest and grandest navigable mountain gorge in the world is ended, and the "River of Death," as Bayard Taylor called the Saguenay, is left behind.

The steamer stops at Tadousac (l'Anse-a-l'Eau wharf), and passengers have time to again visit the Government Salmon Hatchery and Fish-Pool, where these gamey fish are seen in their native element, and also walk or drive to the Tadousac Hotel and the primitive old church and pull the bell-cord which rings the same bell that called the Indians to worship two hundred and sixty-seven years ago.

In the Montaignais Indian dialect the name "Tadousac" means "Mamelons," the great cone-shaped mounds which surround the village, some of them being a thousand feet in height.

The steamer proceeds to Murray Bay, and in the morning we find ourselves in Quebec, with a whole day before us to visit the city. Among the points of interest within pleasant driving distance is the site of the old hunting-lodge of the Intendant Bigot, where he held his carousals with boon companions of



Snapshot from Steamer near mouth of Saguenay River

the hunt after the fashion pictured in "Le Chien d'Or." The building has its legend of a beautiful Huron girl, who loved Bigot and died a violent death. The charming drive through the village of Beauport, past the remnants of Montcalm's forts to Montmorency Falls, or the Bellevidere drive, are attractive.

From Montreal and Quebe , the Quebec Steamship Division steamers perform service to Pation Nova Servia, and New York via the Lower St. Lawrence Progrand Cull. This is one of the most attractive and health and the value trips, affording tourists an opportunity of viewing refer and clast scenery of unequalled grandeur while moving the header derived from an ocean trip.

The present season will murk the manguration of a new steamer service four times mouthly from Quebec along the

New North Shore **Tourist Service** from Quebec

North shore of the lower St. Lawrence river and Gulf as far as Natashquan and once a month to Harrington. This service will open up virgin territory on the Labrador Coast, never before visited by tourists, as heretofore the wild natural beauty of this inaccessible region has been



A Trout Stream joining the Saguenay



Capes Eternity and Trinity, Sagnessay River

known only to the Indians and a few hardy hunters and trappers who seek the wild places in the great unknown wilderness of the Canadian northland in search of fur bearing animals. Along the north shore of the river are a few small villages, which practically mark the limit of civilization. Back of these villages begin the forest, lakes and rivers of that paradise of hunters and anglers known at Labrador.

This region will undoubtedly prove a mecca for those who desire a trip to an unknown land, or tenting parties seeking a cool, healthful region of great natural beauty far from the strife and turmoil of the hot dusty centers of population, and where the salt sea and mountain air is tinctured with the odor of the northern woods; where lost nerve force and vitality may be renewed and life made worth while and where ones senses may feel the joy of living in the open, close to Nature.

At 6:00 in the evening the steamer leaves Quebec for Montreal, and a pleasant night's sail up the St. Lawrence lands the traveller in Montreal in the early morning.

Dinner is served after leaving Quebec, and breakfast may be taken before leaving the steamer at Montreal.

Montreal is situated on an island thirty-two miles long and from six to ten miles wide. It is five hundred and forty miles from the Gulf of St. Lawrence and including suburbs it has a population of over 600,000

It has over seven miles of wharfage accomodation, which is being constantly increased. Before 1852, the largest ship coming to Montreal did not exceed six hundred tons, with a draught of eleven feet. Since then, the ship channel has been gradually developed and the present channel is thirty feet deep at low water from Montreal to Quebec, accommodating the large ocean steamers of the present day.

The guard-pier is an embankment protecting the upper part of the harbour from ice-shoves. The revetment wall is a great piece of granite masonry running along the river-front and protecting the city from inundation. \$12,000.00 dollars have been expended on harbor improvements and the proposed expenditure during the next three years will total \$15,000,000.

Montreal is happily typical of Canada, for, besides being the commercial metropolis of the Dominion, from its position at the head of ocean navigation, it still retains in its streets and its inhabitants many traces of French and English occupation. It is not only to the Canadian tourist that Montreal appeals with special interest; visitors from the sister country will find among its memorials much which speaks to them of their own country, and many a link that binds them in a friendly bond of union.

The Custom House is located on La Place Royale; here is the cradle of Montreal. Affixed to this building are two tablets

Montreal

Steamer from Quebec arrives at 7 a. m. Steamer for Toronto leaves 1:00 p. m.

which read as follows: "This site was selected and named in 1611, 'La Place Royale,' by Samuel de Champlain, the founder of Canada"; and "Near this spot, on the 18th day of May, 1642,

landed the founders of Montreal, commanded by Paul de Chomedey, sieur de Maisonneuve; their first proceeding being a religious service."

There is, however, an earlier period which takes us back into the ages of discovery, gathering around the names of Jacques Cartier. In 1535, Jacques Cartier, after his discovery of Quebec, sailed up the St. Lawrence in search of the kingdom of Hochelaga, of which he had received accounts from the Indians of Stadacona. On the 2nd of October, the exploring party approached the shores of the mysterious kingdom. An Indian path led through the forest to the fortified town of Hochelaga, situated at the base of the mountain. All trace of this village, however, had disappeared at the time of Champlain's visit.

East of the Custom House, near the Richelieu and Ontario pier, is located Bonsecours Church and Bonsecours Market. The Church of Notre-Dame-de Bonsecours, from which the adjoining market derives its name is, to the antiquarian, of the deepest interest. Its foundation dates from 1657, only fifteen years after the foundation of the city. The first building measured thirty by forty feet, and in 1675 a larger church was commenced, which was destroyed by fire in 1754. The present church was completed in 1771. There are many valuable old paintings in this church. Bonsecours Market is worthy of a visit on market days, Tuesdays and Fridays. Here an illustration of the provincial life of the "habitant" may be obtained.

To enable the tourist to take in at a glance the magnificence of the city's situation, it is necessary to visit the Mountain Park. The mountain is easily reached by an incline elevator, but the beautiful carriage drive up the winding shady mountain drive is more desirable. A glimpse is obtained here and there through the foliage of the panorama spread out below; but it is not till the summit is reached that the vastness of the scene is realized.

From this point Jacques Cartier viewed the fertile country when he gave to it the name of Mount Royal.

"Therefrom one sees very far," he wrote, and his words are

Mount Royal

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re-echoed to-day. Below stretches out the city, with its spires and domes glittering in the sun, the palatial homes of the wealthy, the dwellings of the poor; broad

avenues and parks and tokens of industry; and beyond, Nature's watery highway lined with docks and shipping; the prosperous towns and villages which rise from its southern shore. and turning, through the trees may be seen the beautiful and silent city of the dead.



Dominion Square, Montreal

Descending the mountain road, we pass under the elevator on the eastern slope, and gaining the main road cross what is known as Fletcher's Field. The large stone building facing us, with its prominent dome, is the Hotel-Dieu, St. Joseph-de-Ville-Marie. It was founded as a hospital over two hundred and fifty years ago. Turning into Pine Avenue, there is a good view of the buildings of the Royal Victoria Hospital, the joint gift of Lords Strathcona and Mount Royal and Lord Mount Stephen. It is equipped with all modern appliances and recognized as one of the leading hospitals on the continent. Driving down McTavish Street, a good view is obtained of the Reser-

voir which supplies the city with water, and soon the interesting buildings of McGill are seen. The grounds and buildings of

McGill College occupy a part of the McGill University ancient town of Hochelaga. A tablet on Metcalfe Street, in front of the western portion reads thus: "Site of large Indian village, claimed to be the town of Hochelaga, visited by Jacques Cartier in 1535." The University owes its origin to Hon. James Mc-Gill, who, by his will, dated 8th January, 1811, devised the estate of Burnside, and also bequeathed the sum of ten thousand pounds sterling to establish McGill University. The William Molson Hall was donated by William Molson in 1861. Redpath Museum and Library were donated by Peter Redpath. The MacDonald Engineering Building, the Mining and Chemistry Building, and the Physics Building were donated by Sir W. C. MacDonald. The Royal Victoria College is the gift of the late Lord Strathcona, as a college for the higher education of women.

Within a few minutes drive from McGill, on Sherbrooke Street, are the substantial buildings and ample grounds of Montreal College, under the direction of the Sulpicians. This is one of the best classical colleges in America. In connection

Montreal College with it is the Grand Seminary and a school of philosophy located near the botanical gardens. Two Martello towers are relies of the past, when incessant strife raged between the early settlers and the Indians. Close to the entrance of the new building may be seen the ruins of Capitulation House, which is asserted to have been the headquarters of General Amherst during the siege of Montreal. A tablet marks it thus: "Tradition asserts that the capitulation of Montreal and Canada was signed here, 1760."

Among other places of interest located on Sherbrooke Street are Erskine Presbyterian Church, Sherbrooke Street Methodist Church, First Baptist Church, and the Church of the Messiah; many large apartment houses and handsome private residences, and the new Ritz-Carlton Hotel.

A short distance west of the Ritz-Carlton is the magnificent new Art Gallery. It is an ideal specimen of Ionic architecture and its granite columns in front, thirty-two feet in height, are the greatest specimens ever quarried in America. On Drummond Street, near the Ritz-Carlton in the Emmanuel Congregational Church and the fine new building of the Young Men's Christian Association.

The Laval University, located on St. Denis Street, is to the French what McGill is to the English—their principal seat of learning. The chief seat of Laval,

The Laval University however, is in Quebec.

Park La Fontaine is situated in the northeast end of the city. It is one of the finest and largest public pleasure grounds in the city. Among Montreal's most interesting buildings is the Chateau de Ramezay, one of the oldest historical landmarks, associated with events of the

Montreal's

Public Buildings

greatest importance in Canadian history.

It was built in 1705 by Claude de Ramezay, Governor of Montreal. Within its
walls, after the fall of Quebec in 1760,

arrangements were completed for the withdrawal of the last French garrison from Montreal, by which act the finest colony

of France became the possession of England.

In 1775, the Chateau was the headquarters of the American Brigadier-General Wooster, and in the following year, under General Benedict Arnold, the Commissioners of Congress, Benjamin Franklin, Samuel Chase and Charles Carroll, of Carrolton, here held council. For years after the British conquest the Chateau was the official residence of English governors. It is now converted into a museum, in which repose many interesting souvenirs associated with the history of Canada.



Victoria Square Montreal

Opposite the Chateau, on Notre Dame Street is the City Hall, a handsome structure of gray cut stone, facing which,

on Craig Street, is the Drill Hall.

West of the City Hall is situated the Court House. Affixed to this building is a tablet bearing this inscription: "Here stood the church, chapel and residence of the Jesuit Fathers. Built 1692; occupied as military headquarters, 1800; burnt 1803. On the square in front, four Iroquois suffered death by fire, in reprisal, by order of Frontenac, 1696." This square was also, during the seventeenth century, the site of the town pillory, so that the administration of justice, in various forms, seems to have been meted out on this spot from the earliest to the present time. The north side of the Court House overlooks a large open space known as the Champ-de-Mars, still used as a military parade ground. The soldiers of Great Britain and France have both trod this historic ground. A short distance eastward is the Viger Garden, which is one of the most attractive public squares in the city.

Facing this square is a Canadian Pacific Railway station and the Place Viger Hotel, owned and operated by the Canadian Pacific Railway Company, and one of the latest additions to its system of magnificent hotels. The "Place Viger" is thoroughly modern and first class in every particular. Its capacity has

been doubled during the past year.

A short distance west of the Champ-de-Mars is Place d'Armes Square. In this square, past and Place d'Armes present interests are united. On the north side is the Bank of Montreal. The style of its architecture is of the Corinthian order. Immediately west of the bank, on St. James Street, is the Post Office, which is built in French Renaissance style.

Opposite the Post Office is the St. Lawrence Hall, one of the best known hotels in the city. It has entrances on St. james and Craig Streets. Facing the Post Office is the magni-

ficent new Transportation Building.

Facing the square, on the south side, is the parish church of Notre-Dame, with its two impressive towers, two hundred and twenty-seven feet in height. The length of the church is two hundred and fifty-five feet, with a breadth of one hundred and thirty-five feet, and a seating capacity of ten thousand.

A chapel at the southern end of the church is a beautiful specimen of ecclesiastical architecture, and should be visited by all tourists. The view obtained from the west tower is a remarkable one; on a clear day, in the far distance, may be seen the hills of Vermont. The great bell, named "Gros

Bourdon," weighing 24,780 pounds, one of the five largest bells in the world, is located in this tower. Many fine specimens of art are to be found in the church, which is open at all times. Adjoining the church is the Seminary of St. Suplice, built in 1710. It is interesting as preserving the ancient style of architecture of the city. It is reputed to be the wealthiest religious institution on the continent.

On the eastern corner of the square is a tablet reading thus: "In 1675 here lived Daniel de Gresolon, Sieur Duluth, one of the explorers of the Upper Missouri, after whom the city of

Duluth was named."

A little farther east, on the corner of Notre Dame and St. Lawrence Main Streets, is the site of the house of the founder of another American city, distinguished by a tablet reading: "In 1694 here stood the house of La Mothe Cadillac, the founder of Detroit."

The whole of the ground in this vicinity possesses a charm for the antiquarian and The centre historian. of the square, now adorned by a monument of the founder of the city, was once the scene of a battle. The event is recalled by an inscription on a building to the east of the Bank of Mon-"Near this treal. square afterwards named La Place d Armes, the founders of Ville Marie first encountered the Iroquois, whom they defeated Chomedev de Maisonneuve killing the chief with his own hands, 30th March, 1644.





Bonsecours Church, Montreel, from the River

of St. Peter and St. Paul Streets, a tablet is affixed to a building, the inscription of which reads as follows: "Here lived Robert Cavalier, Sieur de la Salle, 1668." The name of La Salle stands out boldly in history. America owes him an enduring memory, for in his masculine figure she sees

Ancient Buildings, etc. the pioneer who first selected Chicago as a trading post and explored the Mississippi from its junction with the Illinois to the mouth of the Gulf of Mexico, and

named that region Louisiana in honor of King Louis XV. La Salle met with a tragic fate, being assassinated by two of his followers in Louisiana, in 1687.

In Vandreuil Lane stands the plain ancient-looking ware-house where John Jacob Astor laid the foundations of the Astor millions.

Another historic old site that will interest visitors from the sister country is situated on the southeast corner of St. Peter and Notre Dame Streets. It was here that the gallant American, General Montgomery, took up his headquarters in 1775, and it was afterwards occupied by the American generals, Wooster and Arnold.

Another site that appeals to tourists is located on St. Paul Street, between Place Royale and St. Sulpice Street, as being the birthplace of Pierre Lemoine, 1691. It was he who conquered the Hudson Bay for France in 1697, and who was sent by King Louis XV. to colonize the Lower Mississippi. He was first governor of Louisiana, in 1700. His brother, Bienville, who founded Mobile, Alabama, in 1711 and New Orleans in 1717, and was afterwards governor of Louisiana for forty years, was born in this house.

De Catalogne House, in St. Vincent Street, is memorable as the home of one of the earliest engineers of Montreal. An inscription on the building reads: "1603, House of Gedeon de Catalogne, engineer, officer and chronicler. Projector of the earliest Lachine Canal."

In an old French street off St. James Street, between St. Peter and McGill Streets, known as Dollard Lane, is a tablet reading: "To Adam Dollard des Ormeaux, who, with sixteen

Adam Dollard

colonists, four Algonquirs and one Huron, sacrificed their lives at the Long Sault of the Ottawa, 21st May, 1760, and saved

the colony."

Situated a short distance west, facing St. James Street, is Victoria Square, and a monument erected in honor of the late

Queen Victoria. In this vicinity are a number of office buildings. The new Richelieu and Ontario
Victoria Square

Building, containing the City Ticket
Office on the ground floor and General
Offices above is located at Numbers 9 and 11 Victoria Square.
Apply here for tickets, staterooms and all information regarding your trip.

The offices of the United States Consul are in the Eastern Township Bank Building located on the corner of St. James Street and Victoria Sauces.

Street and Victoria Square.

A little east on St. James Street is the new Freeman's Hotel. This pular hotel is under the same management as the St. Regis Restaurant on St. Catherine Street.

On Dominion Square, picturesquely situated, are many of the important buildings of Montreal. The Windsor, one of the best hotels in Canada, occupies a commanding site facing

the square.

Facing the southeast corner of the hotel is the Mac-Donald memorial, erected to the memory of the late Sir John A. Mac-Donald, for many years Prime Minister Canada and one of the "Fathers of Confederation.'

A short walk southward, opposite the passenger station of the Grand Trunk Railway System, is the popular and weil managed



Interior View, Steamer Montreal

Queen's Hotel, recently enlarged to accomodate its increasing patronage.

Southeast of this square is St. James Cathedral. The ground plan is designed in the form of a cross, three hundred and thirty feet long and two hundred and twenty-two feet wide

after the model of St. Peter's at Rome. Dominion Square Its dome is conspicuous and its facade, bearing colossal statues, is an object of great attraction. Adjoining the cathe-

dral, on the south, is the palace of the Roman Catholic Archbishop of Montreal. Across the square from St. Peter's on Windsor Street, is St. George's Church.

A large addition to the Windsor Hotel has recently been completed, which will furnish accomodation for five hundred more guests.

Only a few rods north of Dominion Square is St. Catherine Street where the large retail establishments and theatres are situated.

Located southwest of the square is the massive gray stone building of the Canadian Pacific Railway, which contains the commodious waiting rooms and general offices of the company.

A short distance west on Dorchester Street, is a building always attractive to visitors—the Grey Nuns Hospital. It was founded in 1747, by Madame d'Youville, the widow of an officer. The daughter of the founder of the State of Vermont, Ethan Allen was a member of the Order of the Grey Nuns.

The Natural History Society's Museum is situated on Drummond Street. The library is rich in scientific lore, while many priceless collections are to be found in the museum. The Ferrier collection of Egyptian antiquities is probably the most perfect in America.

The principal public library in Montreal is the Fraser Institute, on Dorchester Street, east of Dominion Square.

Montreal is known far and wide as a city of churches, and there are many others besides those we have already mentioned that are worthy of inspection.

Christ Church Cathedral, on St. Catherine Street, is a fine specimen of Gothic architecture, and its proportions are very g

d

beautiful. St. James Methodist Church, also on St. Catherine Street is one of the largest Churches in the City. On Bleury Street is the Church of the Gesu, built after the Gesu at Rome. The paintings of the Gesu are a great attraction for all visitors. St. Patrick's Church is one of the finest structures in the city. It is par excellence the shrine where the Irish Catholics worship. On St. Catherine Street, immediately east of St. Dennis, is the beautiful church of Notre-Dame-de-Lourdes.

A pleasant and economical way to see Montreal is by taking a carriage and making the drive of the city and mountain. This drive consumes about three hours.

From Montreal the tourist can make many charming excursions.

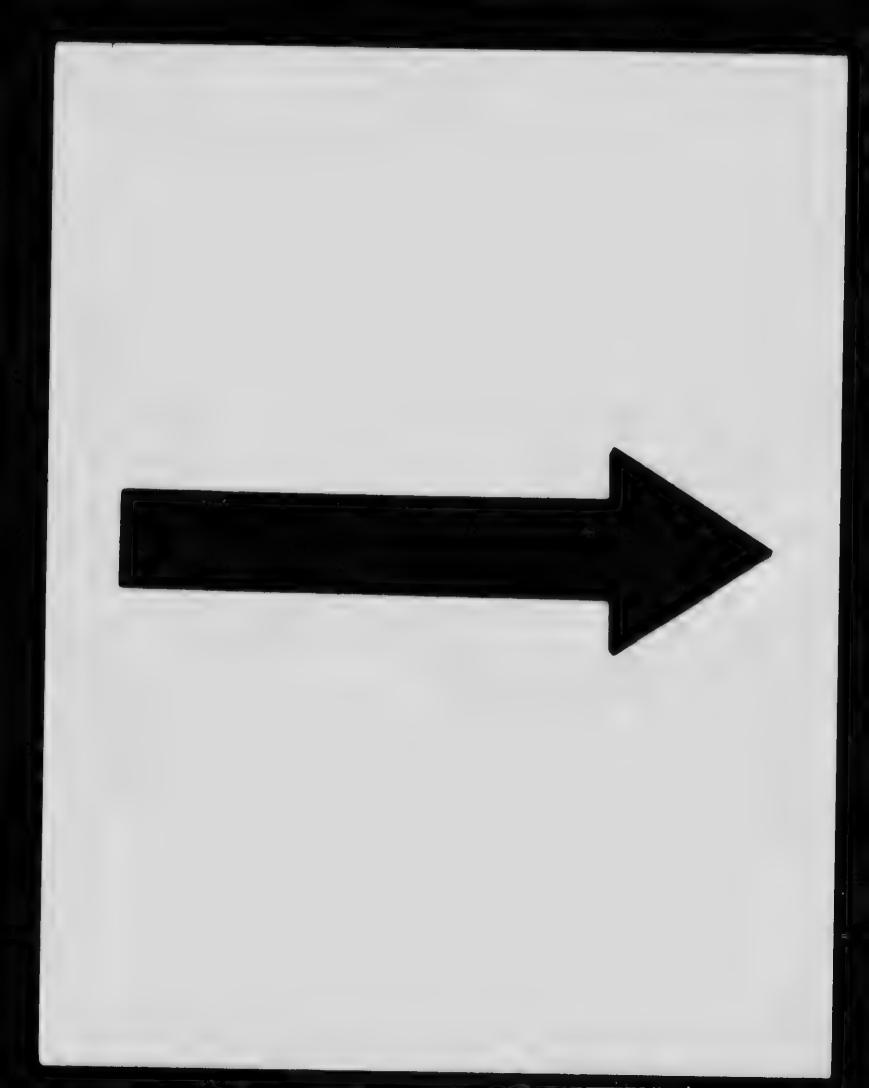
Among the attractive and picturesque short outing trips from Montreal may be mentioned trips to Vercheres, Laprairie, Boucherville, Sorel, Berthier, Grand Nord, and the trip to Prescott, Ont., and return down the rapids by the Richelieu and Ontario Division Steamers.

To any one desirous of spending a pleasant week on the water, and at the same time visit a few of the largest cities and towns in Canada, the trip from Montreal to Toronto or Hamilton and return via the Bay of Quinte and the Thousand Islands has no equal.

If passengers making this trip prefer staying at Toronto, the steamer may be boarded there on her eastbound trip, Passengers who desire to visit the Thousand Islands may stop over at Gananoque. Here is the Gananoque Inn. a well-managed summer hotel with steamer connection with Clayton, N. Y.

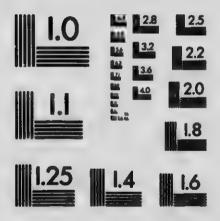
Ottawa, the capital of the Dominion, is a city much visited by tourists, and its cool, salubrious climate and pleasant surroundings make it an attractive summer resort city. The Parliamentary Buildings and beautiful grounds are the pride of Canada and the delight of visitors from every clime. The buildings form a stately group of rare grace and architectural beauty. Facing the Parliamentary buildings is the magnificent new Chateau Laurier Hotel, owned and operated by the Grand Trunk Railway Tystem, whose station is opposite the Hotel.

An enjoyable trip can be made from Montreal, via the Delaware and Hudson Railway, to the famous Ausable Chasm and



MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)





APPLIED IMAGE Inc

1653 East Main Street Rochester, New York 14609 USA (716) 482 - 0300 - Phone (716) 286 - 5989 - Fox Ausable Chasm Hotel, three miles from Port Kent on the Keesville, Ausable Chasm and Lake Champlain Railroad and thence to Saratoga and Albany. The trip takes the tourist along the shores of Lake Champlain, past the palatial Hotel Champlain, at Bluff Point, on to Saratoga and Albany. In summer, passengers have the choice of making this trip by rail or partly by water, via the historic and romantic lakes Champlain and George, which present to view a picturesque panorama of charming and impressive scenery.

The Ten Eyck, Albany, is one of the most magnificent hotels in the State of New York, outside of the met opolis. It is absolutely fireproof and is furnished in the most artistic manner throughout. It has every appointment and fitting which will conduce to the comfort and convenience of guests.

The trip from Albany to New York may be made by day or night steamers down the beautiful Hudson River. For those who prefer making the trip by rail, the New York Central Railway provides an excellent train service.

Double Daily
Service

This season the Company will have a double service daily, except Sundays, between Toronto and Prescott, from June 20th Sc. schedules on pages 100 to 105.

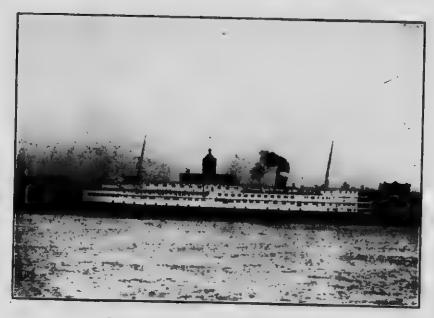
Cuisine

The management of the Canada Steamship Lines fully realizes that the best advertisement for a passenger-carrying water line is the quality of its meal service, and consequently special attention will be given to its commissary department, with a view of creating a service of uniform excellence which will favorably compare with any similar service offered to the traveling public.

Special round trip excursion tickets including meals and berth are on sale at the Company's Offices, located at Buffalo, Niagara Falls, Rochester and Alexandria Bay, N. Y., and at Toronto, Montreal and Quebec, Canada. Write or apply to Agents Richelieu and Ontario Navigation Co. at points mentioned for information. See General Information on page 91, Rates of Fare 97, Time Schedules 99 to 109, List of Hotels and Boarding Houses 117 to 125.

of Telegraphy
The Company has installed the Wireless System on steamers operating between Lewiston and Toronto and on the Toronto-Rochester-Montreal Division, and steamers in commission on Lake Ontario.

On the consists of several types, each specially adapted to its particular route. The steamers vary from the swift, light draft, twin-screw "Waubic", built for the narrow channels of the 30,000 Islands, up to the "Hamonic", and "Noronic" of the Lake Superior fleet, which have the strength, power and proportion of Ocean Liners.



Steamer 'Noronic," Northern Navigation Co.

The "Noronic", the latest addition to the fleet, was launched at Port Arthur, Ontario, on June 2nd, 1913, and will go into commission this season. She is the largest and finest ship of her class on the Great Lakes, every improvement known in shipbuilding being embodied in her design. Her principal dimensions are as follows: Length over all 385 ft.; Beam 52 ft.; Depth moulded 28 ft. 9 in.; Speed 19 miles per hour. She has six decks, named as follows: Main, Spar, Promenade, Observation, Boat and Hurricane. She has sleeping accommodation for six hundred first-class passengers, and her dining-room will seat 286. Every stateroom has single upper and double lower berths, fitted with electric reading lamps, and supplied with running hot and cold water. Also ten parlor-

rooms, finished in mahogany. These rooms are luxuriously furnished with brass beds, and each has private bathroom

adjoining, finished in white tiling.

The Observation room, situated forward on the Observation Deck is 148 feet long by 38 feet wide. The floor is waxed oak for dancing. This room is divided from the dining-room by folding glass partitions, and an orchestra stand is built at this point so that the music can be used for dancing, or the glass doors can be folded back to furnish music for the diningroom.

The addition of this magnificent steamship with the well-known favorites "Harmonic" and "Huronic" place the Company in a class by itself in the possession of a fleet of steamers never before approached in the history of the lake marine.

Orchestras are carried during the entire tourist season, furnishing music during luncheon and dinner as well as for

dancing and entertainment in the evenings.

The well and favorably known steamships "Germanic" and "City of Midland" will continue in service on the Georgian Bay and Mackinac Route", and the staunch little "Waubic" will serve the "30,000 Island Route."

No outing is enjoyable without good meals. The cuisine of our steamers receives constant thought and study. Nothing is spared, in money, skill or forethought to make our service

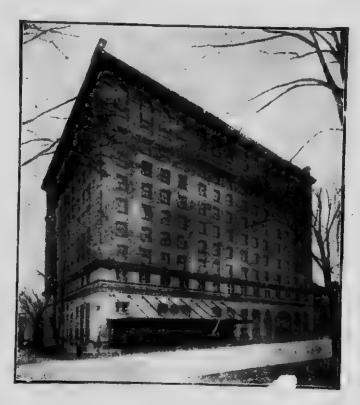
the best on fresh water.

Barber shops, with up-to-date equipment and experienced and efficient attendants are provided. Free baths will be provided on application.

To become an Officer on a sceamer of this Fleet it is essential that experience, ability and gentlemanly bearing be among

the qualities possessed by applicant.

"Safety First", of which so much is heard now-a-days, has long been an outstanding feature of the Northern Navigation Company service. The steamers all carry life-boats and life-rafts sufficient to accommodate all the passengers and crew, and in addition have life-preservers for everyone. They are also equipped with the Marconi System of Wireless telegraphy. Fire and boat drills are held regularly, and the crew are trained to a high state of efficiency. A system of electric fire alarms has been installed in each steamer, by means of which Officers and crew are immediately called to their emergency posts. Strict discipline is maintained, and life on board the steamers is carried on in a manner both interesting and re-assuring to the traveller. For further information see Page 111.



THE

RITZ-CARLTON HOTEL

At Sherbrooke and Drummond Streets
MONTREAL, CANADA

| Single Rooms and Bath fro Double Rooms and Bath fro | HYY | • | | - | - | \$3.00 |
|--------------------------------------------------------|-----|----|---|---|------|-----------|
| Ponnie Kooms and path it | om | - | - | - | | \$5.00 |
| Table d'hote Breakfast at or a la Carte Service. | * | 40 | - | • | 75e. | or \$1.00 |
| Luncheon prix fix at or a la Carte Service. | - | - | | | - | \$1.50 |
| Dim from Carte Service | • | - | - | • | - | \$2.50 |

SRILL :-: COFFEE ROOM

Ritz-Carlton Motor Busses Moot All Steamers.

Telegraphic Address: Rizcariton.

Telephone Upt. 7180.

GENERAL INFORMATION

Passengers Mail—Mail should be addressed in care of R. & O. Nav. Co.'s wharf office at Toronto, Ont., Alexandria Bay, N. Y., and Montreal or Quebec, Canada, and be called for by passengers. All mail should show a return address.

Lost Tickets—As the Company is not responsible for lost tickets, every precaution

Lost Tickets—As the Company is not responsible for lost tickets, every precaution should be taken for their security.

Stop-over Checks will be granted, on application to purser, to holders of unlimited first class tickets. These stop-over checks are not transferable and will not be accepted after date of expiration. Refund will not be allowed on stop-over checks.

Children under five years, accompanied, free; children over five years and under twelve, half fare; over twelve, full fare.

Meals—Meals on the steamers of this line are served on the American plan.—Breakfast and Supper, 75 cents; Dinner, \$1.00 (noon or evening.)

Price of Staterooms

Toronto to Prescott—Berth in inside room, \$1.00 to \$1.50; in outside room, \$1.50 to \$2.00. Parlor room, \$5.00; with bathroom, \$6.00.

\$2.00. Parlor room, \$5.00; with bathroom, \$6.00.

Prescott to Montreal (day boat)—Staterooms, \$2.00.

Between Montreal and Quebec—Berths in inside rooms, \$1.00; berths in outside rooms,

\$1.00 to \$1.50. Room containing two berths, inside room, \$2.00; outside room, \$2.50. Parlor rooms, \$5.00; with bath, \$0.00. Saguenay Line—Berths in inside rooms for round trip, \$2.00; berths in outside rooms for round trip, \$3.00. Inside rooms for round trip, \$4.00; outside rooms, \$6.00. Parlor

Stop-over will be granted on stateroom tickets on Saguenay division, on application to purser, but passengers must take the risk of space being available when checks are

Staterooms can be secured by making application by letter or telegraph, to undermentioned agents, stating clearly the number of berths required, from to and what ports, and date of sailing. No refunds allowed on stateroom tickets. If possible, passengers

and date of sailing. No refunds allowed on stateroom tickets. If possible, passengers should claim staterooms reserved at ticket offices before steamer sails.

From BUFFALO. N. Y.—W. F. CLONEY, G. A. P. D., 18 East Swangst.

From NIAGARA FALLS, N. Y.—W. F. CLONEY, G. A. P. D., 19 Falls St.

From TORONTO, Bastward—H. D. PATTERSON, G. A. P. D., 44 Yongs St.

From ROCHESTER, N. Y.—H. W. CRAWFORD, T. P. A., 32 Main St. W.

From 1000 ISLAND PORTS—Ticket Agent, Alexandria Bay, N. Y.

From MONTREAL, East or West—D. OLIVIER, T. A., 9 Victoria Squars.

From QUEBEC, East or West—D. CONPOLLY, G. A., Dalhousie St.

During July and August roome on all stear era must accommodate at least two
persons. Therefore in requesting reservation, it is important to state whether the accommodation desired is for a lady, gentleman, or family so that passengers may be properly located. Experienced stewardess carried on all boats.

SPECIAL NOTICE

Canada Steamship Lines steamers may not carry passes of the Vork State to another port in same State, nor will stopove a permitted at two United States ports in succession. Passengers taking passes at CHARLOTTE may stop off at THOUSAND ISLANDS if they take steamer "Rochester" from Charlotte, Port

of Rochester.

It any disagreement with Purser regarding tickets, privileges, etc., passengers should pay Pursers' claim, obtain receipt, and refer to the Passenger Traffic Manager. Pursers have no discretionery power in such matters.

CONNECTIONS

TORONTO—With steamers for Niagara Palls, Buffalo, etc., Grand Trunk, Canadian Pscific Railways, and Canadian Northern Ontario R. R., Niagara, St. Catharinas & Toronto Railway and Navigation Co., and other steamboat lines.

CHARLOTTE—With N. Y. Central R. R., and Electric Line.

KINGSTON—With Grand Trunk Railway and K. & P. Railway, Rideau Lakes Nav.
Co., G. T. R'y sleepers from the West run to steamboat dock, making close connection with steamer for Thousand Islands and Montreal.

CLAYTON—With New York Central & Hudson River R. R. through sleepers, which run to steamboat dock, and with all steamers to the Thousand Island resorts.

CLAYTON—With New York Central & Hudson River R. R. through sleepers, which run to steamboat dock, and with all steamers to the Thousand Island resorts.

PRESCOTT—With Grand Trunk Railway and Canadian Pacific Railway.
OGDENSBURG, N. Y.—With New York Central Lines and Rutland R. R.
MONTREAL—With Canadian Pacific, Grand Trunk, Central Vermont, Delaware & Hudson, New York Central, and Rutland Railways, to and from New York, Boston, White Mountains and Adirondack resorts and all ocean steamers.

THREE RIVERS—St. Maurice Valley R. R. and Canadian Pacific Railway.

THREE RIVERS—St. Maurice Valley R. R. and Canadian Pacific Railway.

Trunk; by furry, Canadian Pacific and all ocean steamers.

Ouebec S. S. Co. for Pictou, N. S., lower St. Lawrence and Gulf ports.

CHICOUTIMI—With Quebec and Lake St. John Railway.

WINDSOR HOTEL

MONTREAL CANADA

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Rates: \$2.00 Upwards Per Day

EUROPEAN PLAN

Special Breakfast, 75 Cents Special Grill Room Luncheon, 75 Cents

Largest and Best Known Hote! in Canada

650 Bedrooms, 400 Bathrooms

One block from Canadian Pacific Depot Three blocks from Graud Trunk Depot

Worth Knowing

Tourists who stop at Montreal, Canada. Should Visit the Largest and Best Equipped Retail Fur House in the World. An Immense Stock of All Kinds of #

FURS

Such as

Gennine Russian Grown Sable. Silver Fox, Hudson Bay Sable, Mink, Seal, Persian Lamb, etc.

Fur Russ of All Kinds and Descriptions

LESS ALL FURS AT 40% ANYWHERE ON THE CONTINENT

TELEPHONE, EAST 1537

CHAS. DESJARDINS & CO.

130 St. Denis St. Between Dorchester and Montreal

QUEEN'S HOTEL MONTREAL



A Modern Fireproof Hotel Accommodation for 500 Guests

Service and Cuisine of the Highest Class Rooms en Suite and with Bath

Located Opposite the Grand Trunk and one block from the Canadian Pacific Railway Station and the Beautiful Dominion Square.

AMERICAN PLAN

RATES \$3.00 up per day

D. RAYMOND,

Managing Director

The Clifton Hotel

G. R. MAJOR, Manager NIAGARA FALLS, CANADA



View Showing Most Wing of Motel

A modern up-to-date hostelry, fulfilling every requirement for comfort and convenience. Large, airy rooms; bed-rooms, single or en suite, with or without buth

The Falls can be seen to advantage only from the Canadian side, and this Hetel commands an unobstructed view of both catara te from the guests' rooms, and the broad and extensive verandas. The Hetel also overlooks the famous Queen Victoria Park, a more delightful spot not to be found the world over.

GUSTOMS—Travellers from the United States experience no inconvenience, as their baggage is brought to the hotel in bond, and there inspected by the Canadian officials.

SPECIAL NOTICE—This Hotel has erected an Inn on its premises for the accommodation of guests between October and May, when the larger Hotel is closed. Tourists will appreciate this when coming to view the wonderful Winter scenery at Niagara Falls.

AMUSEMENTS-Ball-room, Billiards, Tennis Courts, Bowling Greens, Croquet Lawn and a Golf Course within easy reach.

IMPORTANT—Insist on being brought to the Canadian side, as many intending guests are misdirected elsewhere.

BUROPEAN PLAN

AMERICAN PLAN WINTER

For Rates, Descriptive Booklet and further information, and dress Goo. R. Major, Manager, Ningara Falls, Out.

| Fares Between | Principal | Points. | 1914 |
|---------------|-----------|---------|------|
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| Between Windows and Between the Control of the Cont | t Olute, | 1014 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------|
| Between NIAGARA FALLS and Kingston, Ont. Clayton, N. Y., via Toronto Clayton, via Charlotte (American Line) | One Way | Round Trip |
| Kingston, Ont. | \$ 6 40 | \$10.50 |
| Clayton, N. Y., via Toronto | 6.45 | 10.50 |
| Clayton, via Charlotte (American | 1 | 10.30 |
| Alexandria Bay, N. Y., all routes | 5.75 | 10.50 |
| Alexandria Bay, N. Y., all routes | 6.50 | 11.75 |
| Montreal, Que. | 11.18 | 18.60 |
| Quebec, Que. | 5.75 6.50 11.15 16.05 | 25.95 |
| Murray Bay, Que. | 18.15 | *3.93 |
| l'adousac, Que. | 10.15 | 29.35 |
| Montreal, Que. Quebec, Que. Murray Bay, Que. Tadousac, Que. Chicoutimi, Ha! Ha! Bay, Saguenay River, Quebec. | | 31.10 |
| River, Quebec | | 34.60 |
| Between TORONTO and | | 34.00 |
| Charlotte, N. Y. | \$ 2.78 | \$ 4.50 |
| Kingston, Ont. | 4.90 | 8.20 |
| Clayton, N. Y. | 5.25 | 9.25 |
| Alexandria Bay | 5.60 | 10.00 |
| Montreal | 10.00 | |
| Quebca , , | 14.90 | 16.70 |
| Murray Bay | 17.00 | 24.05 |
| Tadousac | 18.00 | 27.45 |
| Chicoutimi (Saguenay River) | 19.50 | 29.20 |
| Between CHARLOTTE, N. Y., and | 19.30 | 32.70 |
| River, Quebec Between TORONTO and Charlotte, N. Y. Kingston, Ont. Clayton, N. Y. Alexandria Bay Montreal Quebc: Murray Bay Tadousac Chicoutimi (Saguenay River) Between CHARLOTTE, N. Y., and Montreal Quebec | \$ 9.50 | £ |
| Littebec | | \$15.50 22.60 |
| Murray Bay | 14.40 16.50 | 26.00 |
| Tadousac | 17.50 | 28.25 |
| Murray Bay Tadousac Chicoutimi (Saguenay River) | 19.00 | 31.25 |
| | -9.50 | 31.43 |
| POINTS and | | |
| (on Steamer "Rochester" only | v) | |
| Clayton | \$ 4.25 | \$ 7-45 |
| I nousand Island Fark | 4.60 | 8.05 |
| Alexandria Bay | 4.00 | 3.70 |
| Ogdensburg | 5.35 | 9.00 |
| Clayton Thousand Island Fark Alexandria Bay Ogdensburg Between ALEXANDRIA BAY (Thousand Island Montreal | ids) and | 7.00 |
| Montreal | \$ 5.25 | \$ 9.00 |
| Quebec | 10.15 | 16.20 |
| Murray Bay | 12.25 | 19.60 |
| Ladousac | 13.25 | 20.85 |
| Murray Bay Tadousac Chicoutimi (Saguenay River) Between MONTREAL and | 14.75 | 24.85 |
| Between MONTREAL and | . , , | -4.03 |
| Quebec | \$ 4.90 | \$ 7.35 |
| Murray Bay | 7.00 | 10.75 |
| Between MONTREAL and Quebec Murray Bay Tadousac Chicoutimi (Saguenay Rive) | 7.00 8.00 | 12.50 |
| | 9 50 | 16.00 |
| Between QUEBEC and | , 5- | 10,00 |
| Murray Bay | \$ 3.00 | \$ 4.70 |
| Tadousac | 4.00 | 6.50 |
| Tadousac . Chicoutimi (Saguenay River) | 5.50 | 9.50 |
| Monly and borths are extra an all division | 0.0- | 3.20 |

Meals and berths are extra on all divisions.

SPECIAL NOTICE—This company must act carry passanger: on Steamers "Kingston," "Terrente" or "Syracuse" (Canadian Line) between ports in New York State either directly or via a port in Canada, nor will stepever be permitted at two United States ports in succession.

Passengers from Charlotte may step off at Clayton, or Alexandria Bay, Str. Rechester.

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When in NEW YORK Stop at the NEW FIRZ-PPOOF

Navarre Hotel

Seventh Ave. and 38th St.

BUSINESS MEN FAMILIES TOURISTS
Maximum of Luxury at Minimum of Cost

ACCESSIBLE QUIET ELEGANT
Within Five Minutes Walk of Theatres, Shops and Clubs, 300 Feet West of Broadway.
New Dutch Grill Rooms, Largest in City.
Electric Cars Pass Hotel to all Railroads,
Buropean Plan.

350 Rooms

200 Batha

A Room with Bath for a Dollar and a Half A Room with Bath for a Dollar and a Half A Room with Bath for a Dollar and a Half A Room with Bath for a Dollar and a Half Other Rooms with a Bath . \$2 and \$2.50 Rooms for two persons . . \$2.50 and \$3 Suites of 2 Rooms and Bath, \$3.50 upwards

Send for Colored Map of New York

EDGAR T. SMITH, Managing Director

Stop at Whitcomb House

200 RDOM



THE LOBBY

BAST MAIN STREET AND CLINTON AVENUE.

Rochester, N. Y.

European Plan

Rates: \$1.00 Up

With Bath, \$1.50 Up

Located in the center of the retail shopping district and four blocks from New York Central Depot. Charlotte cars direct to hotel entrance.

THOMAS C. RILEY, Proprietor.

Dominion Automobile Coaches



Seeing Toronto Tours

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ANT Shops dway. City. roads,

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nd \$3 warde

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In ne other way is it possible to so much of Toronto in so short a time and so little expense. Coaches start

on the arrival at Toronto of steamers of this line.

Our Agents will be found on steamers, or wharf, at Toronto, who will be pleased to give all information concerning the drives and sell tickets.



Fare, round trip, \$1.00

Dominion Coaches

Write for Bookleta

GEORGE W. VERRAL

Office & Waiting Rooms, 55-7-9, 61 York St., Also on Wharf TORONTO

DIAMOND SUPREMACY

Nowhere in the world can diamonds be bought to better advantage than at BIRKS', Montreal.

We buy every stone personally from the cutters—our expert knowledge of the diamond makes this possible—from the hand that cuts the diamond to the hand that wears it there is absolutely no profit but our own.

Tourists may judge of our responsibility from the fact that we are patronized by His Royal Highness the Duke of Connaught, Governor-General of Canada.

Henry Birks & Sons, Ltd.

Philips Square

Montreal

SAILING SCHEDULE

Steamers leave Toronto at 2.00 p.m. and Charlotte (Port of Rochester), eastbound, 10.00 p.m., and Montreal at 1.00 p.m., westbound: Frum juss need to 30th daily, except Sunday; July 1st to September 1sth, daily; September 1sth to 19th, daily, except Sunday; September 1st to 26th, Monday, Wed-needsy and Seturday. Toronto-Rochester-Montreal Division

From June 1st to 19th, and Sundays during July and August and from Aug. 31st to Sept. 30th, steamers Toronto and Kingston perform service via Charlotte, but on week days, from June 20th to August 20th, inclusive, these steamers perform service on the Toronto-Thousand Island-Prescott 2. From June 20th to August 20th inclusive steamers Rochester and Syracuse perform the service from Toronto via Charlotte, and, returning, steamer Rochester leaves from Ogdensburg and steamer Syracuse from Prescott. On the day steamer Rochester calls at Ogdensburg observation steamer will eross over and debark passengers and receive passengers for points east of Prescott. Rapids steamer then returns and leaves at regular schedule time.

| | June 1 to 19 Daily except | June 30 to | June 26 to August 29 | Aug. 30 to Sep. 19 | | SUNDAY SERVICE |
|------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------|---------------------------------------------------|
| EASTBOUND | Sunday St. Toronto | Mon. Wed. and Fri. 88. "Syracuse" | Tues., Thurs. and Sat. Sat. | Sept. 21 to 26 Mon. Wed. and Sat. 88. | July 1 to Aug. 1 Sundays only Toronto | Sundays only |
| Lv. Toronto. Ar. Charlotte. Lv. Charlotte. Ar. Kingston. Lv. Kingston. | 2.00 p.m. 8.45 p.m. 10.00 p.m. 5.00 a.m. | 2.00 p.m. 8.45 p.m. 10.00 p.m. 5.15 a.m. | 2.00 p.m. 8.45 p.m. 10.00 p.m. (Does not call) | 2.00 p.m. 8.45 p.m. 10.00 p.m. 5.00 a.m. | 2.00 p.m. 8.45 p.m. 10.00 p.m. 5.00 a.m. | 2.00 p.m. 8.45 p.m. 13.00 p.m. 5.00 a.m. |
| Lv. Clayton. Thousand Island Park (connection by local steamer from | 7.20 | (Does not call) | 6.45 a.m. | 5.30 a.m. 6.50 a.m. | 6.00 a.m. 7.20 a.m. | 5.30 a.m. 6.50 a.m. |
| Clayton or Alexandria Bay) Lv. Alexandria Bay. Lv. Brockville. Ar. Prescott. | 8.00 a.m. 9.20 a.m. 10.15 a.m. | 7.30 a.m. (Does not call) | 7.30 a.m. (Does not call) | 7.30 a.m. 8.50 a.m. | 8.00 a.m. | 7.30 a.m. 8.50 a.m. |
| Ar. Ogdensburg. | (Does not call) | (Does not call) | 9.45 a.m. | (Does not call) | Does not call) | 9.45 a.m. (Does not call) |
| Steamers "Rapids Princs" or "Rapids Overs": | | Jume 21 Aug. 18 Aug. 17 to 20 | Aug. 15 June 21 Aug. 18 to 26 Aug. 17 to 30 | | | |
| Lv. Ogdensburg. Lv. Prescott. Lv. Cornwall. Ar. Montreal. | 10.25 a.m 1.15 p.m. 6.30 p.m. | 10.25 am. 10.00 am 1.15 pm. 12.45 pm. 6.30 pm. 6.30 pm. | 9-45 am. 9-45 am. 10-25 am. 10-00 am. 1.15 pm. 12-45 pm. 6.20 pm. 6.30 pm. | 10.00 a.m. 12.45 p.m. 6.30 p.m. | 10.25 a.m. 1.15 p.m. 6.30 p.m. | 10.00 a.m. 12.45 p.m. 6.30 p.m. |



STOP OFF IN ROCHESTER

It is worth while to have a stop-off in Rochester down in your itinerary. Once in Rochester, a visit to Rochester's Largest Mercantile Establishment is a matter of course.

Thirteen and a half acres of merchandise and conveniences welcome the

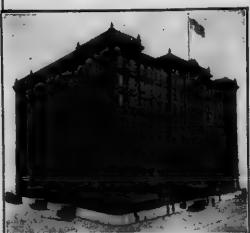
traveler here.

SIBLEY, LINDSAY & CURR CO. ROCHESTER, N. Y.

POWERS HOTEL

ROCHESTER, N. Y.

IN THE HEART OF ROCHESTER



ABSOLUTELY FIRE PROOF

350 Guest Rooms

Nearly all with Tub or Shower

EUROPEAN PLAN

Rates: \$1.50 Per Day and Up

Acknowledged best and most popular Culsing in the city

Headquarters

Automobile Club of Rochester

Largest Fire Proof Garage, accommodating 150 cars

MESSNER & SWENSON, Proprietors

1914 SAILING SCHEDULE 1914

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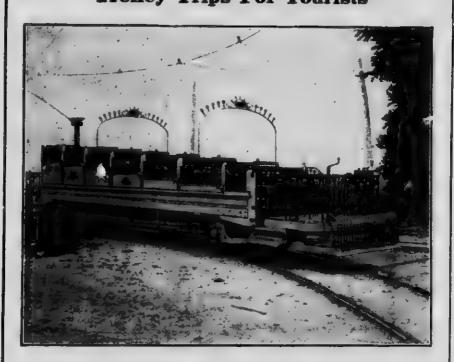
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Toronto-Rochester-Montreal Division

| Connection via G.T.R. train leav- ing Montreal | 130 P. M. Sundays to Lacidiae. | DOUBI | LEXTRA E 1914 Insuguration of LE DAILY S (Except Sunda Forento 2 p. m. th to Aug. 29th | BATURE BERVICE p) and 6 p. m. , inclusive |
|---------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| SUNDAY SERVICE July 1 to Sept. 12 Sundays only | | July 2 to Sept. 13 Mondays only or "Kindston" | 11.55 a.m. (Does not call) 12.45 p.m. 2.10 p.m. | 2.55 p.m. 4.30 p.m. 5.00 p.m. 10.15 p.m. 11.00 p.m. 7.00 a.m. |
| Aug. 31 is Sopt. 19 Daily except Sunday Sept. 21 to 26 Mon. Wed. & Sat. | 1.00 p.m. 12.00 a.m. 7.00 a.m. | Aug. 31 a Sept. 30 except Monday Sept. 22 to 27 Tues. Thur.&Sun. 88. ", Toronto." | (Does not call) 12.45 p.m. 2.10 p.m. | 2.55 p.m. 4.30 p.m. 5.00 p.m. 10.15 p.m. 11.00 p.m. 7.00 &.m. |
| June 20 to August 29 Daily except Sunday | 1.00 p.m. 12.00 a.m. 7.00 a.m. 9.30 a.m. | June 2f to August 26 . Thursday Wed., Friday and Sunday and Sunday Syracuse.' SS.'' Rochester'' | II.55 a.m. (Does not call) 2.10 p.m. | 2.55 p.m. (Does not call) (Does not call) 10.15 p.m. 11.00 p.m. 7.00 a.m. |
| June 20 to Daily exc | 1.00 p.m. 12.00 a.m. 7.00 a.m. | June 21 to Tues., Thursday and Saturday 8S. "Syracuse" | (Does not call) (Does not call) 2.10 p.m. | (Does not call) 4.30 p.m. 5.00 p.m. 10.15 p.m. 11.00 p.m. 7.00 a.m. |
| June 1 to 19 Daily except Sunday | 1.00 p.m. 12.00 a.m. 7.00 a.m. | Except Monday SS. "Toronto" or "Kingston" | 11.55 a.m. (Does not call) 12.45 p.m. 2.10 p.m. | 2.55 p.m. 4.30 p.m. 5.00 p.m. 10.15 p.m. 7.00 p.m. |
| WESTBOUND We Steemere "Rapide Prince" and "Rapide Ouesn" (Observation Steamers) | Lv. Comwall Ar. Prescott. Ar. Ogdensburg. | TRANSFER TO 44 | Lv. Prescott. Lv. Ogdensburg. Lv. Brockville. Lv. Alexandria Bay. Thousand Island Park (connection by local steamer from Clayton or Alexandria Bay.) | Lv. Clayton. Ar. Kingston. Lv. Kingston. Ar. Charlotte. Lv. Charlotte. Ar. Toronto. |

Montreal Tramways Company Trolley Trips For Tourists



Short Trolley Rides, Covering the Island of Montreal to Points of Historical Interest.

Lachine A town on the banks of the St. Lawrence about one hour's ride from the centre of the city, founded by La Salle in 1670 and first called Lachine because the adventurers thought they had here found the way to China. It is now a busy manufacturing town and a popular summer resort, but is still dotted with ruins of old forts and outpost towers, relies of the days of Indian fighting. Connections can be made here with the steamers to "Shoot the Rapids," a most exciting trip down Lachine Rapids. Cars leave the Post Office for Lachine every 20 minutes in the afternoons.

Sault aux Recollets A charming French Canadian village on Back River scross the island, so called in honor of a priest of the Recollet order, for his heroism in the early struggles of Montreal against the Indians. The Convent of Sacred Heart the mecca of many of our young American cousins is situated here. Cars leave the head of Sr. Denis Street every 15 minutes.

Around the Mountain A belt line running through the retail shopping district and the residential districts of Westmount and Outrement carries one around the cool and shady alopes of Wount Royal, giving a bird's eye view of the Ottawa River in the distance. Cars run in both directions every 10 minutes and can be boarded at any point on St. Catherine Street.

Observation Car Two luxuriously designed observation cars give a half hourly-service on the around the mountain route.

Special Cars Furnished For Drives

For Rates apply to Superintendent

EXPRESS SERVICE

Toronto-Thousand Island-Prescott Division

From June 20th to August 20th inclusive steamers leave Toronto at 6.00 p.m. daily, except Sunday, going direct to Kingston. Resurning, steamers leave Prescott at 12.15

| EASTBOUND | June so to Aug. 16 | Aug. 17 to Aug. 20 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Steamers Toronto and Kingston, | Daily, except | Daily, except |
| EXPRESS SERVICE. | Sunday. | Sunday. |
| Lv. Toronto. Ar. Kingston. Lv. Kingston. Lv. Clayton. Thousand Island Park (via local steamer from Clayton or Alexandria Bay). Lv. Alexandria Bay. Lv. Brockville. Ar. Prescott. Lv. Prescott Lv. Prescott Lv. Cornwall Ar. Montreal Rapids. steamer. | 6.00 p.m. 5.00 a.m. 6.00 a.m. 7.20 a.m. 8.00 a.m. 9.20 a.m. 10.15 a.m. 10.25 a.m. 1.15 p.m. 6.30 p.m. | 6.00 p.m. 5.00 a.m. 5.30 a.m. 6.50 a.m. 7.30 a.m. 7.30 a.m. 9.45 a.m. 10.00 a.m. 12.45 Noon 6.20 p.m. |

Important Notice—Eastbound passengers change at Prescott from Steamers Toronto and Kingston to Observation Steamers to rur the Rapids.

| WESTBOUND Steamers Toronto and Kingston. (From Pre-cott) | June 20 to Aug. 29, Daily, except Monday, from Prescott. | |
|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|--|
| Lv. Montreal sig Rapids Ar. Prescott steamer Lv. Prescott. Lv. Brockville. Lv. Alexandria Bay Thousand Island Park (via local steamer | 1.00 p.m. 12.00 Night 7.00 a.m. 12.15 Noon 2.00 p.m. 3.25 p.m. | |
| from Clayton or Alexandria Bay)v. Clayton | 4.10 p.m. 5.45 p.m. 6.00 p.m. | |

Important Notice—Westbound passengers change at Prescott from Observation Steamers which leave Montreal to Steamers Toronto and Kingston.

At Prescott connection is made to and from Ottawa with C. P. R. Trains and with Grand Trunk International Limited Train westbound, leaving Montreal at 9.00 a.m.



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The "Wilhelmina"

238 to 244 Mountain St. Montreal, Canada

> In Heart of Shopping District and Theatres

TOURISTS Large, airy, bright and newly furnished rooms, modern conveniences, reasonable rates, 5 minutes walk from Railway Depots.

European Plan

Telephone, Uptown 3322

NIAGARA FALLS



WHIRLPOOL BAPIDS

"Great Gorge Route" NIAGARA'S FAMOUS SCENIC LINE

Connects at Lewiston, N. Y., with all Mingara Navigation Co.'s Steamers to and from

TORONTO

6 Round Tripe Daily Except Sunday 6 Round Tripe Sundays (July 5 to Sept. 6 Inclusive)

REDUCED FARES DURING TORONTO EXHIBITION

At Niagara Falls, N. Y., cars leave and arrive at Falls and Prospect streets passing N. Y. C. station and some of the principal hotels.

NIAGARA BELT LINE (Niagara's Scenic Trip) cars leave foot of Falls Street every 15 minutes for the trip across Upper Bridge to Horseshoe Fall, down Canadian side to Brock's Monument, across Suspention Bridge to Lewiston, returning up American side through the Wonderful Gorge close to the water's edge in full view of the Whirlpo! land Whirlpo! Rapids. Cars may be boarded anywhere atong the route in Niagara Falls. No trip to Niagara complete without it. Round Trip Fare for this All Around Scenic Trip \$1.00.

SEARCHLIGHT TRIP to the Whirlpool Rapids every Tuesday, Thursday and Saturday night during July and August. Cars for this most interesting and spectacular trip leave foot of Falls street 8:30 p. m. Zec round trip.

OPTIONAL FEATURE. All through tickets reading via N. Y. C. & H. R. R. R. between Niagara Falls and Lewiston will the accepted on the "GREAT GORGE ROUTE" between the same points, in one or both directions, without additional charge.

FREE STOP-OVER PRIVILEGES at all points of interest on application to conductor.

BAGGAGE will be checked through to destination in or through Canada subject to affective Baggage rules and regulations which are similar to those used by Steam Lines.

GENERAL INFORMATION regarding Hotels, Side Trips, etc., at our Bureau of Information at address below. Call or write for beautiful illustrated folder.

Secure your tickets at the General Ticket Office 38 West Falls Street, Niagara Falls, N. Y.

BERT L. JONES
Vice-Pres. and Gen'l Manager
604 Ellicott Square
Buffalo, N. Y.

JOHN EDBAUER General Passenger Agent 38 West Fails St. Niagara Fails, N. Y.

Montreal-Quebec Division

Season May to November

Steamers leave Montreal and Quebee daily except Sunday until May 23rd. Commencing May 24th, daily until September 30th, and thereafter daily except Sunday.

| EASTBOUND | | | Time Table | | | WESTBOUND |
|-------------------------------------------------------------------|-------|---|-----------------------------------------------------|---|-----------------|------------------------------------------------------------------|
| Read Down 7.00 F. M. 9.45 F. M. 1.00 A. M. 6.30 A. M. | Leave | • | Montreal . Sorel . Three Rivers . Quebec . | • | Arrive Leave | Read Up 7.00 A. M. 2.30 A. M. 11.30 P. M. 6.00 P. M. |

Passengers for the Saguenay, etc., are landed alongside Saguenay steamer at Quebec.

Meal Service

Dinner is served on steamer after leaving Montreal at 7 p. m. for Quebec. Dinner is served after leaving Quebec for Montreal.

Breakfast is served arriving at Quebec, also on steamer leaving Quebec for Seguency River.

GENERAL INFORMATION.—Time tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed, nor does this Company hold itself responsible for any delay or any consequences arising therefrom. All times subject to fluctuations from stress of weather, etc., and change with or without notice.

TRAVEL IN COMFORT

WEAR
JAEGER
PURE
WOOL
GOODS

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Jaeger Goods include pure wool and camel hair Travelling Rugs, Underwear, Sweaters, Knitted Golfers and Golf Coats, Dressing Gowns, Shirts, Caps, etc.



CHOOSE JAEGER GOODS AS PART OF YOUR TRAVELLING EQUIPMENT AND ENJOY THE GREATEST POSSIBLE COMFORT.

MONTREAL

TORONTO

WINNIPEG

326 St. Catherine St. West

32 King St. West 784 Youge St. near Bloor 352 Portage Avenue Garlton Block

And at Jacger Adoneses everywhere

Queen Victoria Park

NIAGARA FALLS, N. Y.

affords the most beautiful and comprehensive view of the mightiest of cataracts, and is also well adapted for picnic purposes. The Park is typically Canadian, being laid out and kept up in the most thorough-going style, and is commodiously appointed to the last detail.



For a trolley ride of unequalled scenic splendor, take one of the International Railway Company's comfortable observation cars at Queenston, Ont., and traverse the Canadian side of the wonderful Niagara Gorge past Brock's Monument, the Whirlpool, the Lower Rapids, Niagara Falls, Ont., and into Queen Victoria Park where for hours at a time one may watch the different aspects of the Falls from various vantage points.

TORONTO BOAT SERVICE

Cars run thru from Queenston, Ont., to Buffalo, N. Y. without change, making direct connection with boats to and from Toronto and boats to and from Cleveland. O., and Detroit, Mich.

THE NIAGARA BELT LINE

Around Niagara Falls and Gorge has no equal on this Continent FARE, \$1.00

From Niegara Falls, Round Trip with Stop-Overs

Particular attention paid to Chartered Cars and Special Parties. For rates and information address

W. J. WHITESIDE, Traffic Atent

Main and Court Streets

BUFFALO, N. Y.

Quebec-Saguenay Division

Season May to September, 1914

Steamers leave Quebec from the opening of navigation until May 31st on Tuesdays and Saturdays; from June 1st to July 4th Tuesdays, Wednesdays, Fridays and Saturdays; July 5th to September 6th daily; September 7th to October 17th Tuesdays, Wednesdays, Fridays and Saturdays; October 19th to November 14th Tuesdays and Saturdays.

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| EASTBOUND Read down | | Time Table | | WESTBOUND Read up |
|------------------------|--------|------------------------------|-----------------|----------------------|
| 8.00 A. M. | Leave | Quebec (j) Baie St. Paul (j) | Arrive Leave | |
| 12.15 P. M. | - " | Eboulements | | 1 10.30 P. M. |
| I.30 P. M. | ** | St. Irenee . | . 11 | 1 0 20 P. M. |
| 2.50 P. M. | Arrive | Murray Bay | Leave | |
| 2.30 P. M. | Leave | Murray Bay | Arrive | |
| 2.50 P. M. | 1 " | . (k) Cap-à-L'Aigle | Leave | |
| 4.30 P. M. | 46 | . St. Simeon . | 41 | 1 S. IS P. M. |
| 7.00 P. M. | 40 | Tadousac . | - 46 | 1 3.00 P. M. |
| According to tide | 44 | . L'Anse St. Jean | - 46 | According to tid |
| According to tide | 44 | Ha Ha Bay | | According to tid |
| According to tide | Arrive | Chicoutimi | Leave | According to tid |

(j) Call at Baie St. Paul will be subject to completion of wharf now under construction.

(k) Call at Cap a L'Aigle during daylight only from July 1st to September 30th.

(l) Until June 21st and after September 20th steamers may leave Tadousac and points west thereof two hours earlier than schedule on westbound trip.

NOTE—Right to cancel any stop without notice is reserved by the Company.

EXPRESS SERVICE

between

Montreal-Murray Bay-Tadousac-Saguenay

1914 Sailing Schodule-Steamer "Saguenay"

Steamer Saguenay leaves Montreal on Tuesdays and Fridays from June 30th to September 12th, performing direct service through to Murray Pay, Tadousac and the Saguenay without change.

| Eastbound Read down | | | Time Table | | | WESTBOUND Read up |
|-------------------------------------------------------------------------------------------------|----------------------------------------|---|----------------------------------------------------------------------------------------------------|---|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| 7.15 P. M. 6.30 A. M. 11.00 A. M. 11.45 A. M. 12.00 N'N 4.30 P. M. 6.00 P. M. | Leave Arrive Leave Arrive Leave Arrive | • | *Montreal Quebec St. Irenee Murray Bay Murray Bay Tadousac Tadousac Ha Ha Bay | • | Arrive Leave Arrive Leave Arrive Leave | 10.00 A, M. 9-30 P, M. 4-30 P, M. 4-00 P, M. 3-30 P. M. 10.30 A. M. 10.00 A, M. 6-30 A. M. |

*Time of arrival at Montreal varies from 9.00 to 10.00 a. m. according to tide at Quebec.

Toronto's Two Famous Hotels



Walker House

'The House of Plenty'

Hotel Carls-Rite

"The House of Comfort"



IN making up your itinerary for your Summer vacation, arrange to stay over for a few days in Toronto, where your visit will be most enjoyably spent at either of Toronto's leading Hotels, the

Walker House or Hotel Carls-Rite

Both these Hotels are situated convenient to the Union Station and Steamhoat Wharves, and overlook Toronto Bay and Lake Ontario, and are delightfully cool in Summer. Operated on the American and European Plan with a rate of

> \$2.50 per day and up—American Plan \$1.00 per day and up—European Plan

Everything is done at these Hotels to make your stay pleasant. Special attention given to Ladies and Children.

Toronto's Two Famous Hotels

Northern Navigation Co. Ltd. "Grand Trunk Route"

Reaching all points of interest on

Lake Huron

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amdelan Lake Superior

Georgian Bay

including

Sarnia Sault Ste. Marie Port Arthur Fort William Duluth Mackinac Island North Channel and Manitoulin Island Ports

and the woird and wonderful accounty of

The 30,000 Islands

"Lake Superior Route"

Between SARNIA, SAULT STE. MARIE, PORT ARTHUR, FORT WILLIAM and DULUTH. Three sailings weekly. Steamships "HU-RONIC," "HAMONIC" and "NORONIC."

"Georgian Bay and Mackinac Route"

Between COLLINGWOOD, MEAFORD, OWEN SOUND, SAUL'I STE, MARIE, MACKINAC ISLAND and intermediate ports on the North Shore of Georgian Bay and Manitoulin Island. Three sailings weekly. Steamships "GERMANIC" and "CITY OF MIDLAND."

"30.000 Island Route"

Between PENETANG and PARRY SOUND and intermediate ports. Sailings daily except Sunday. Steamship "WAUBIC."

RESERVATIONS

Berths should be reserved as far in advance as possible. When special numbers are asked for, which have been previously given out, the next available room will be assigned. Requests for reservations should be addressed as follows:

Lake Superior Route, Westbound

W. J. McCORMACK, Superintendent Northern Navigation Co., Sarnia, On:

Lake Superior Route, Eastbound

R. CRAWFORD, Northwestern Agent, Northern Navigation Co., Winnipeg, Man. H. HURDON, Western Agent, Northern Navigation Co. . . Duluth, Minn. B. BATTEN, General Agent, Northern Navigation Co. . . Port Arthur, Ont.

Georgian Bay and Mackinac Route, Westbound

NORMAN A. RULE, Agent, Northern Navigation Co. . . . Collingwood, Ont.

Georgian Bay and Mackinac Route, Eastbound

GEO, T. ARNOLD, Agent, Northern Navigation Co. . Mackinac Island, Mich.



Your house is insured against possible damage by fire; is it insured against the certain deterioration of unprotected wood or iron exposed to the constant wear and ear of the weather?

O CANADA PAINT

will protect and beautify your property, for the longest possible time, at a minimum ost per year. Ask the dealer in your town for Canada Paint color folder.

The CANADA PAINT CO., Ltd.

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Caldary

Malliex

Thousand Islands

River St. Lawrence



THE NEW WALTON COTTAGES

Accommodation for 150 Guests

Market Street (next door to Post Office), Alexandria Bay, N. Y.

Most pleasantly situated. Everything new and up-to-date. Baths, Electric lights. Apply at office for motor boats.

Rates, \$2.00 per day and up

WESTON PALL, Proprietor

SAILING SCHEDULE SEASON 1914 Steamer "TRINIDAD"

| Outward | frame | Non | Wank |
|---------|-------|-----|------|
| | | | |

| | 25.00E '2.0A. | | l . | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------------------------|----------------------------------|------|----------------------------------------|------|------------------------|------|----------------------------|
| Lv. New York Ar. Halifax Lv. Halifax Lv. Halifax Monday. Ar. Gaspe. Wednesday Lv. Gaspe. Wednesday The Saguenay Ar. Quebec. Thursday. | \$.00 a.m. \$.00 p.m. \$.00 a.m. . 10.00 a.m. | | 4. 6. 6. 8. 8. 9. | July | 18, 20, 20, 22, 23, 23, | * | 3. 3. 5. 5. | Aug | 19 17 19 19 29 |
| Lv. Quebec. Friday. The Saguenay Saturday. Ar. Gaspe Sunday. Lv. Qaspe Sunday. Ar. Charlottetown Monday. Lv. Charlottetown Monday. Ar. Halifax Monday. | 7.00 a.m. 11.00 a.m. 5.00 a.m. | July | 11, 2, 2, 3, 3, | | 25, 26, 26, 27, 27, | Aug. | 8, 9, 10, 10, | Aug. | 21 23 23 24 24 |
| Lv. Halifax. Tuesday Ar. New York. Thursday. | | · · · · · · · · · · · · · · · · · · · | 4. 2. | | 28, 25, | | 11, | | 25 |

PROPOSED SCHEDULE STEAMER "CASCAPEDIA." 1914 Between Montreal, Quebec and Picton, N. S.

| Down | ward | Upward | | | |
|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| Formightly from MONTREAL at 4.00 P. M. and from QUEBEC the next day (Priday) at 12.00 noon | Thursday, May 7 Thursday, May 21 Thursday, June 4 Thursday, June 18 Thursday, July 2 Thursday, July 30 Thursday, July 30 Thursday, Aug. 13 Thursday, Aug. 27 Thursday, Sept. 10 Thursday, Sept. 24 Thursday, Oct. 28 Thursday, Nov. 5 | Formightly from PICTOU, N. 8. on arrival of mid-day trains from Halifax and 8t. John | Thursday, May 1 Thursday, May 2 Thursday, June 2 Thursday, June 2 Thursday, July 2 Thursday, July 2 Thursday, Aug. 2 Thursday Sept. 1 Thursday, Sept. 1 Thursday, O. 1 Thursday, C. 1 Thursday, C. 1 Thursday, C. 1 Thursday, Oct. 2 Thursday, Nov. 12 Thursday, Nov. 12 | | |

Subject to change, should circumstances require.

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QUEBEC STEAMSHIP CO. LTD. Proposed Schedule of Sailings between New York and Bermude, April to October, 1914

| Steamer | Leave New York | Duo Bermuda | Leave Berneda | Due New York |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11.00 a.m | Wed. Apr. 38 Wed. Apr. 13 Wed. Apr. 22 Wed. Apr. 20 Wed. May 50 Wed. May 30 Sat. May 30 Wed. June 10 Sat. June 20 Wed. July 11 Wed. July 11 Wed. July 12 Sat. Aug. 1 Wed. Aug. 12 Sat. Aug. 2 Wed. Sept. 2 Sat. Sept. 12 | Fri. Apr. 3 Fri. Apr. 10 Fri. Apr. 17 Fri. Apr. 17 Fri. Apr. 17 Fri. May 1 Fri. May 8 Fri. May 22 Mon. June 1 Fri. June 12 Mon. June 22 Fri. July 3 Mon. July 13 Fri. July 24 Mon. Aug. 3 Fri. Aug. 14 Mon. Aug. 24 Fri. Sept. 4 Mon. Sept. 14 Fri. Sept. 14 Fri. Sept. 15 | Sat. Apr. 4 Sat. Apr. 17 Sat. Apr. 18 Sat. Apr. 18 Sat. Apr. 18 Sat. May 2 Sat. May 0 Sat. May 0 Sat. May 0 Sat. May 23 Sat. June 6 Tue. June 16 Tue. June 27 Tue. July 18 Sat. July 18 Sat. July 18 Sat. Aug. 8 Tuc. Aug. 8 Tuc. Aug. 8 Sat. Aug. 29 Tue. Sept. 8 Sat. Sept. 19 Tue. Sept. 39 Tue. Sept. 39 | Mon. Apr. Mon. Apr. 20 Mon. Apr. 21 Mon. Apr. 22 Mon. May Mon. May 11 Mon. May 12 Mon. June 18 Mon. June 20 Thu. June 20 Thu. July 20 Thu. July 20 Thu. July 30 Mon. Aug. 20 Thu. Aug. 20 Mon. Aug. 31 Thu. Sept. 10 Mon. Sept. 10 Mon. Sept. 21 Thu. Oct. 1 |





SAMUEL H THOMPSON

Prince George Hotel

European Plan
Rates \$1.50 per day and apwards

American Plan Rates \$3,00 per day and upwards

The Queen's Hotel TORONTO, ONT.



400 Rooms

120 of them on suits
with bath;
fong distance telephone in
every room;
elegantly furnished throughout;
cuisine and service of the
highest order of
excellence,
Pleasantly situated near the
lake and
beautifully shaded;
it is cool,
quiet and homelike.

McGAW & WINNETT, Proprietors

VICTORIA HOTEL

QUEBEC

American Plan Centrally Situated

Under new management. Refurnished and improved in every department. Centrally located, convenient to all points of interest. Rooms ensuite, and many connected with private baths. Hotel Busses meet all trains and steamers.

Rates \$2.50 to \$4.00 per day.

H. FONTAINE, Prop.



St. George's House

OMFORTABLE Rooms and good attendance. Centrally located. First-class table and moderate charges. A favorite resort for lady tourists.

MRS. THOMAS DOUGLAS, Providerent 18 Anne Street, QUEBEC, Canada

ST. URSULE HOUSE

72 St. Ursule Street. Quebec

Most centrally situated on the Corner of St. Ursule and St. Louis Streets, just inside of St. Louis Gate. The best site in the city. All modern conveniences

ROOMS AND BOARD

First Class Cuisine and Service Satisfaction Guaranteed

A select resort for lady Tourists. Rates \$1.75 to \$2.50 per day.

Telephone 3244

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MRS. VALENTINE

When at Niagara Palls don't fail to visit

"The Home of Shredded Wheat"



The cleanest, finest and most hygienic food factory in the world. In this place of cleanliness and light are made every day in the year over two million SHEEDDED WHEAT BISCUITS. Nearly 100,000 visitors last year. You are invited. Guides furnished free.

The ideal lunch for train or beat is TRISCUIT, the Shredded Whole Whent Teast, delicious with butter, choose and preserves.

The Shredded Wheat Company.

. Niagara Falla, N. Y.

The

"Maid of the Mist" Trip

THOUSANDS will visit Niagara Falls for the first time. They will drink in its beauty from numerous view-points and return to their homes with minds filled with awe of its majestic loveliness. As many will never behold this sublime spectacle again, it behooves all—the familiar visitor as well as the one who sees it for the first time—to get a

Perfect View of the Great Cataract

And this can only be had by taking a trip on the "Maid of the Mist," without which you cannot really say you have seen Niagara Falls.

Passengers taking this delightful trip have the privilege of stopping off on the Canada side and visiting the Canadian Free Park, returning by boat any trip the same day.

FARE Round Trip. including 50 CENTS

PRANK LuBLOND, Manager

Leading Hotels and Boarding Houses

"Niagara to the Sea"

NIAGARA FALLS, N. Y.

INTERNATIONAL-Egbert Osborne, 300 rooms, \$3.50 up per day. American plan. PROSPECT—D. Isaacs, 100 rooms. Am. plan. \$3.50 up per day. IMPERIAL—S. Greenwood, 100 rooms, Am. plan, \$2.50 to \$4 per day. KALTENBACH—A. Kaltenbach, 50 rooms, \$3 up per day. CLIFTON—R. C. Owen, 75 rooms, \$2 up per day; European plan, \$1 up. TEMPERANCE—H. Hubbs, 225 rooms, \$2 to \$3 per day.

NIAGARA FALLS, ONTARIO, CANADA

CLIFTON HOTEL—G. R. Major, 300 rooms, \$4 up per day.

HOSPICE M⁺ CARMEL—J. H. Gilmour, 50 rooms, \$3 to \$4 per day.

LAFAYETTE H. Williams, 50 rooms, \$2.50 per day; European plan, \$1 up.

NIAGARA ON THE LAKE, ONTARIO

QUBEN'S ROYAL-H. Winnett, 200 rooms, \$3 to \$5 per day.

TORONTO

KING EDWARD HOTEL-W. C. Bailey, King Street East, 400 rooms, Eur-

opean plan, \$1.50 up.

QUEEN'S—McGaw & Winnett, Front Street, 400 rooms, \$3 to \$4 per day.

PRINCE GEORGE HOTEL—S. H. Thompson, King and York Streets, 400 rooms, American plan, \$3 up per day; European plan, \$1.50 up.

IROQUOIS—Currie & Ormsby—King and York Streets, 100 rooms, \$2.50

to \$3 per day. WALKER HOUSE—G. Wright & Co., Front Street, 200 rooms, \$2.50 up per day. American plan.

CARLS-RITE-G. Wright & Co., 180 Front Street W., 200 rooms. \$2 to \$3 per day. Am. plan, \$2.50 up. European plan, \$1.00 up, per day. PALMER HOUSE—H. V. O'Connor, King and York Streets, 130 rooms,

\$2 and \$2.50 per day. ARLINGTON—Taylor & Woods, King Street, 100 rooms, \$2.50 per day. HOTEL MOSSUF-F. M. Mossup, 100 rooms; European plan, \$1.50 per day.

ROCHESTER, N. Y.

Powers Hotel-Messner & Swenson, 400 rooms; Eur. plan, \$1.50 up. HOTEL ROCHESTER—W. H. Horstman, 250 rooms; Eur. plan, \$1.50 up. SENECA HOTEL—A. B. Sanderls, 250 rooms; European plan, \$1.50 up. WHITCOMB HOUSE—Thos. C. Riley, 200 rooms; European plan, \$1.00 up. NEW OSBURN-D. A. O'Keefe, 150 rooms, \$2.50 to \$3.50 per day. American plan. KINGSTON

FRONTENAC-A. A. Welch, 100 rooms, \$3.00 per day and up; Am. plan. BRITISH-AMERICAN—H. M. Sheriff, 120 rooms, \$2 per day up; Am. plan. RANDOLPH—J. Randolph, 150 rooms, \$2.50 to \$3 per day; American plan. IROQUOIS HOTEL—J. R. Thercault, 50 rooms, \$1.50 to \$2 per day; Am. plan

CLAYTON

HUBBARD HOUSE—Mrs. E. M. Hubbard, 50 rooms, \$3.00 up per day. Walton House—C. C. Inglehart, 100 rooms, \$2.50 up per day. Herald House—N. B. Bertrand, 50 rooms, \$2 up per day. HAYES HOUSE-Mrs. Gillette, 25 rooms, \$1.25 up per day.

Alexandria Bay, N. Y.

"The Hub of the Thousand Islands"

HE place to stay at if you wish to see Nature's grandest, and at the same time most beautiful work. Here are the largest and finest hotels, many smaller hostleries, boarding houses and private homes, all wholesome and inviting, and with prices to suit every purse.

All excursion boats start from ALEXANDRIA BAY, and this is the home of the Motor Boat and small craft, the home of the Guide who takes anglers to the haunts of the gamey Bass, Pickerel and Maskinonge, and to island retreats for a world famed "Shore Dinner."

The most beautiful summer homes are centered around Alexandria Bay. All lines of steamers stop at Alexandria Bay, and it is connected with the New York Central lines by steamer via Clayton, or by trolley via Redwood, N. Y.

At Alexandria Bay is the course of the Thousand Island Yacht Club, over which all the racing meets take place, including the races of the American Power Boat Association for the Gold Challenge Cup.

Motor boats and skiffs may be chartered by the hour, day or week at reasonable rates.

The Grand Illumination of the Islands occurs on Wednesday and Saturday evenings, and is best seen from Alexandria Bay.

In this village are churches of all denominations, and the stores in Alexandria Bay afford ample facilities for shopping. Carefully selected goods are carried, with the view of pleasing the most exacting purchaser.

When exchanging your tickets at the Purser's Office on steamer, demand a STOP-OVER CHECK AT ALEXAN-DRIA BAY. You are entitled to this privilege, and to fully see and enjoy the Thousand Islands, all tourists should take advantage of it. Write for booklet to BOARD OF TRADE, Alexandria Bay, N. Y.

THOUSAND ISLANDS REGION

MURRAY HILL—Murray Isle, 200 rooms, \$3 to \$4 per day.

NEW WELLESLEY—1000 Island Park, 150 rooms, \$2.50 up per day.

THOUSAND ISLANDS INN—On Float Island, A. Macfarlane, Gananoque,
Ont., 50 rooms, \$2 per day: \$12 per week up.

Ont. 50 rooms, \$2 per day; \$12 per week up.

FINE VIEW HOTEL—C. C. Pierce, Fine View, 50 rooms, \$2 per day.

HOTEL LOTUS—St. Lawrence Park, N. Y., M. Dallman, 100 rooms, \$2.50 to \$4 per day.

to \$4 per day.

EDGEWOOD—J. H. Murdick, Alexandria Bay, 100 rooms, \$3 to \$5 per day.

WESTMINSTER HOTEL—H. F. Inglehart's Son, Westminster Park, 250 rooms, \$2.50 to \$5 per day; \$15.00 up per week.

rooms, \$2.50 to \$5 per day; \$15.00 up per week.

ISLAND VIEW—R. H. Service, Rockport, Ont., 50 tooms, \$2 per day.

GRENADIER ISLAND HOTEL—Jos. Senecal, Rockport, Ont., 50 rooms,
\$1.50 per day.

\$1.50 per day.

IVY LEA HOTEL—W. L. Visger, Ivy Lea, Ontario, 40 rooms, \$2.00 per day.

American plan.

THOUSAND ISLAND PARK, N. Y.

NEW HOTEL WELLESLEY-E. J. Preston, 200 rooms, \$2 up per day, \$12.50 up per week.

up per week.

EAGER COTTAGE—Geo. Eager, 50 rooms, \$1.50 to \$2 per day, \$10 per week.

WREN COTTAGE—J. B. Gifford, 50 rooms, \$1.50 to \$2 per day, \$10 to \$12 per week.

ROCHESTER—G. H. Wilder, 75 rooms, \$1.50 up per day, \$9 up per week.
PARK VIEW—25 rooms. Mrs. W. H. Delmore. Rates on application.
PENNSYLVANIA—E. G. Slevin, 50 rooms, \$1.50 up per day, \$8 to \$10 per week.

GENEVA—Mrs. E. P. Stengle, 50 rooms, \$2 up per day, \$10 ur per " sek. River Rest—Mrs. Spencer Barton, 20 rooms, \$1.50 up per day, \$9 up per week.

THREE VIEWS—Mrs. A. Caufield, 12 rooms, \$1.50 up per day, \$9 up per week.

New Pratt House—J. H. Arthur, 70 rooms, \$2.50 up per day, \$16 up per week.

ALEXANDRIA BAY, N. Y.

Thousand Island House—C. G. Staples, 400 rooms, \$4 to \$5 per day. Crossmon House—C. W. Crossmon, 300 rooms, \$4 to \$5 per day. Marsden House—F. L. Raymond, 200 rooms, \$2.50 to \$3.50 per day. Monticello Cottage—F. L. Raymond, 50 rooms, \$3.00 up per day. The Walton Cottages—W. Frii, 50 rooms, \$2 up per day. St. Lawrence Hotel—J. S. Chitester, 50 rooms, \$2 up per day. St. James Hotel—Mrs. E. Wetherhahn, 50 rooms, \$2.00 up per day. Boarding House—Mrs. A. E. Barker 20 rooms, \$1.00 up per day. Boarding House—Mrs. A. F. Bachman, 18 rooms, \$1.00 up per day. Boarding House—Mrs. A. F. Bachman, 18 rooms, \$1.00 up per day. Boarding House—Chas. H. Campbell, 12 rooms, \$1.00 up per day.

GANANOQ' E, ONT.

THE INN—A. A. Welch, 100 rooms, Am. plan; \$3 up per day; \$17 up per week. Eur. plan, \$1.50 to \$3.00 per day; \$9.50 up per week. INTERNATIONAL—W. C. McCarney, 50 rooms, \$2 per day, \$10 up per week. Provincial—W. C. McCarney, 35 rooms, \$2 per day; \$10 up per week.

BROCKVILLE, ONT.

STRATHCONA HALL—W. H. Brown, 100 rooms, \$2 per day and up. REVERE HOUSE—W. H. Brown, 100 rooms, \$2 to \$2.50 per day.

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various historic points of interest.

to see Mount Royal Park, the City of Montreal and its All shown by experienced resident guides. Six trips daily, 9.00, 10.00 and 11.00 a. m.

Windsor Hotel Cab and Carriage Service For further information inquire at the Carriage Office in the Rotunda of the Windsor Hotel, Montreal

Telephone, Up Town 1221

2.00, 3.00 and 4.00 p. m.

ALEX. McGARR, Proprietor

THE DORCHESTER

537 DORCHESTER ST.

Next Door to Windsor Hotel

MONTREAL

A high-class, well-established private Boarding House. In proximity with the beautiful Dominion Square and the theatre and shopping di trict.

Well-furnished rooms and polite attendance.

RATES: \$1.50 to \$2.00 per Day for Room and Board

MRS. M. G. ROBINSON,

Phone, Uptown 151

Proprietress

OGDENSBURG, N. Y.

SEYMOUR HOUSE—J. L. Taliman, 100 rooms, \$2.50 to \$3 per day. HOTEL NORMAN—J. H. Norman, 100 rooms, \$2 to \$3.50 per day. HOTEL ROBBAN—J. H. Norman, 100 rooms, \$1.50 up per day.
HOTEL ERWIN—W. L. Merrill, 50 rooms, \$1.50 up per day.
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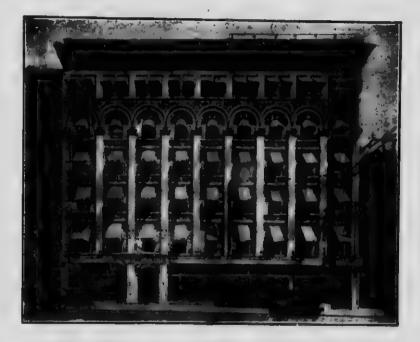
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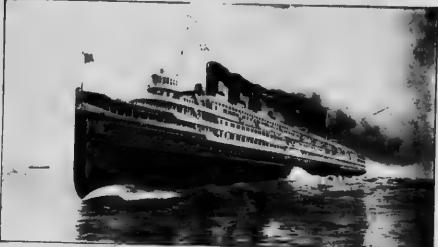
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